

HOTELS.

THE HONGKONG

HONG KONG HOTEL: REPULSE BAY HOTEL; PEAK HOTEL
Telegraphic Address: "KREMLIN, HONGKONG."

AND

SHANGHAI

ASTOR HOUSE HOTEL; PALACE HOTEL;
GRAND HOTEL KALEE; MAJESTIC HOTEL.
Telegraphic Address: "CENTRAL, SHANGHAI."

HOTELS.

LIMITED.

In association with the Grand Hotel
Des Wagons Lits, Ltd., Peking.

KOWLOON HOTEL.

THE PREMIER HOTEL IN KOWLOON.

First Class Billiard Room & Saloon Bar.

Electric Lift and Telephone to each Floor.
Tels. K.608 and K.609. Cable address: KOWLOTEL, Hongkong.
Under the Personal Supervision and Management of
FRANK L. COOKE, Proprietor.

KING EDWARD HOTEL.

CENTRAL LOCATION.
ELECTRIC LIFTS AND LIGHTING,
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STEAMERS.
Tel. Central 373. Telegraphic Address: "VICTORIA".
J. WITCHELL,
Manager.

THE EUROPE HOTEL.

SINGAPORE.
DANCING AFTER DINNER,
EVERY MONDAY, WEDNESDAY AND SATURDAY,
TEA DANCES
TUESDAYS and THURSDAYS.The Hotel Orchestra under the Direction of
Mr. F. R. Martens.Telephones in every room.
Telegraphic Address: "EUROPE, SINGAPORE".
Telephone No. 2740 (9 lines).THE EUROPE HOTEL LTD.
ARTHUR E. ODELL, Manager.

E. HING & CO.

SHIPBUILDING MATERIALS, SHIP CHANDLERS &
HARDWARE MERCHANTS.PHONE CENTRAL No. 1116. 25, WING WOO ST.
Central.

HONGKONG HARDWARE CO.

"TAI LEE CHAN."

ESTD. 1884

METAL GOODS and HARDWARE.

Tel. No. C.1993. 119 Jervois Street.

QUEEN'S THEATRE

Pleasure House De-Luxe

TO-DAY

at 2.30, 5.15, 7.15 and 9.15 p.m.

ALICE LAKE

IN

"KISSES"

A Comedy Drama of Business
and Bon-Bons

Usual Price

Telephone No. Central 4636.

Board of Conservancy Works of Kwangtung.
Waterlevel in English Foot 10 a.m.

Place of Observation	Highest W.L. ever recorded Feet	Lowest W.L. ever recorded Feet	1924		
			W. L. July 2 Feet	W. L. July 3 Feet	W. L. July 4 Feet
Wuchow	79.50	-2.42	+	-	+
Kongnou	14.70	-0.80	+13.3	+13.6	
Linkonghoo North	57.00	0	+25.0	+23.5	
Shindchow	35.81	0	-8.1	+6.5	
Samui	27.25	-5.00	+	-	
Shaklung	15.15	-0.98	+10.3	+	

BIG HAUL OF OPIUM.

Hand-to-Hand Fight With
Smugglers.

Madras, June 12.—Now, after a struggle in the forecastle of a steamer, a large quantity of smuggled opium was seized by the police is told by a Canadian correspondent, curiously enough the name of the steamer being the same as that of the port at which the incident occurred.

The correspondent says that when the Rangoon steamer "Cocanada" had finished taking in passengers and cargo and all the boats had left her side, a solitary fishing dhoni was seen putting out from shore. The cargo superintendent of the Commando Company, who are agents of the B. I. Company at this port, saw this from the steamer and, with two head constables and a marine patrol, kept the craft under observation. It went up to the forecastle of the ship and the smugglers and their contraband were hauled up by a band of Lascars by ropes and let down through the anchor hole. As soon as the fishermen were inside, the policemen entered the crew's quarters. The cargo superintendent laid his hand upon one of the Lascars but was assaulted by the others, about 15 in number. In the scuffle he and one of the head constables were severely handled, but succeeded in bringing the opium on to the main deck. Meanwhile, the smugglers jumped into their dhoni and were making for the land. Shots were fired to induce them to return, but they were out of range and made their escape.

The commander had the crew mustered on deck and the assailants were placed under arrest. Two Lascars and the opium were handed over.

The captain and officers rendered effective assistance in quelling the disturbance and seizing the opium.

The opium weighed 31 lbs., and represents by far the biggest catch made at this port in recent years.

GLIDING IN GERMANY.

Schoolmaster Breaks the Record.

Air-sailing and air-gliding in Germany made no great progress last year, as both weather and general circumstances were against competitors in trial flights in the Rhon. This year's experiment among the sand-dunes near Rossitton, in East Prussia, have proved more interesting. German aviation experts are saying, now that the trial flights are concluded, that the results obtained from auxiliary motors on air-gliders are, contrary to expectation, most unsatisfactory; the young airmen, Martens, who made the first record gliding trip two years ago, did very little this year with a 5 h.p. motor attached to his craft. The dunes, which formed the scene of experiment are said to be ideal for the purpose, and the trials ended with certain positive results. For the first time in Germany, exact calculations have been made of speed and gradation while gliding during a complete calm.

The greatest achievement at this air-meeting is the breaking of the air-sailing record by Herr Schulz, an elementary school-teacher in private life, who remained in the air for 8 hours and 42 minutes. This enthusiast sailed upon his own home-made craft, so strongly reminiscent in the main parts of its construction of that primitive means of flying used by the witches in the German fairytales that it was nicknamed "The Broomstick." Not only were broom-sticks actually used as its main foundation, but its owner and maker sat upon a seat made from the lid of a lard tub. Herr Schulz possessed neither leather jacket nor gloves, and the only change of position possible during his eight hours in the air was the shifting of right foot before left foot, and back again, on the very narrow ridge upon which his feet rested, with no other support.

Public attention is being called to the devoted enthusiasm and unwavering perseverance of men such as those whose infinitesimal salaries are in themselves barely enough to keep body and soul together, but who save enough both for expense in connection with the meeting and to take out patents for their perilous craft.

POST OFFICE NOTICES.

In consequence of an alteration in the day of departure of the Weekly Trans-Siberian train from Moscow the mails for Hongkong via Siberia are now despatched from London on Wednesdays instead of Thursdays.

INWARD MAIRS.

From	To	Date
Straits	Tientsin	6th July
Shanghai	Tientsin	5th July
Europe via Nagasaki (Papers only, London June 6th)	President Cleveland	5th
U.S.A., Honolulu Japan & Shanghai	Angers	6th
Shanghai	Soochow	7th
Australia & Manila	Victoria M.	7th
Canada U.S.A., Japan, France & London (via Canada-London 6th June)	Tai Yuan	7th
Europe via Suez (Letters & Papers London 12th June & Parcel 6th June)	Empress of Canada	7th
— (June)	Palio	10th
Straits	Kitano M.	15th
Japan & Shanghai	Fushimi M.	15th
U.S.A., Canada, Japan & Shanghai	Yoshino M.	15th
Australia & Manila	Devadoss	16th
U.S.A., Honolulu, Japan & Shanghai	Aki M.	16th
Europe via San Francisco	Baerbrucker	20th
President Adams	Haruna M.	22nd
Japan & Shanghai	Hikaru M.	29th

OUTWARD MAIRS.

For	To	Date
Manila	President Cleveland	8 a.m.
Amy	Klang	8 a.m.
Manila	Macau	8 a.m.
Swatow, Amoy & Foochow	Kwongyung	8 a.m.
Swatow, Amoy & Foochow	Atahis M.	8.30 a.m.
— (June)	West Iaip	Mon., 7 inst., 8.30 a.m. (Due San Francisco 6th June 31st July)
Straits & Egypt	Tenom M.	Mon., 7 inst., 1.30 p.m.
Swatow	Phinian	Mon., 7 inst., 3.30 p.m.
Bohio Pakhoi & Halphong	Hydrangea	Mon., 7 inst., 3.30 p.m.
Java via Batavia	Tening	Mon., 8 inst., 8.30 a.m.
Japan & Shanghai	Tjilang	Mon., 8 inst., 10 a.m.
— (June)	Philobates	Tue., 8 inst.
Asia	Registration	8.45 a.m.
Strait & Egypt	Letters	10.30 a.m.
Swatow	(Due Victoria B.O. 31st July)	
Bohio Pakhoi & Halphong	Banking	Tue., 8 inst., 10.30 a.m.
Java via Batavia	Kaying	Tue., 8 inst., 1 p.m.
Japan & Shanghai	Haining	Tue., 8 inst., 4 p.m.
— (June)	Wongkong	Wed., 9 inst., 8.30 a.m.
Straits & Egypt	Soudan	Wed., 9 inst., 10.30 a.m.
— (June)	Tibodas	Wed., 9 inst., 2.30 p.m.
Bohio	Uichau	Wed., 9 inst., 2.30 p.m.
Strait & Calcutta	Chikhus	Thur., 10 inst., 12.30 p.m.
Manila	Lahong	Thur., 10 inst., 1 p.m.
Swatow, Amoy & Foochow	Emp. of Sunda	Fri., 11 inst., 3.30 p.m.
Manila	Haibon	Fri., 11 inst., 9 p.m.
Manila, Sandakan Australia & New Zealand via Thursday Is.	Ojolope	Fri., 11 inst., 2.30 p.m. (Parcels 11th inst.)
— (June)	Taiyuan	Fri., 11 inst., 6 p.m. (Due Thursday Is. about 24th July)
Manila	Yaelang	Sat., 12 inst., 9 a.m.
Strait & Egypt, India, Mauritius, E. & S. Africa, Egypt & Europe via Marseilles	Parcels	11th 5 p.m.
— (June)	Narmala	Sat., 12 inst.
Manila	Registration	9.45 a.m.
Strait & Egypt, India, Mauritius, E. & S. Africa, Egypt & Europe via Marseilles	Letters	9.30 a.m.
— (June)	Tyndirem	Sat., 2 inst., 6 p.m. (Due Marseilles 10th Aug.)
Strait & Egypt, India, Mauritius, E. & S. Africa, Egypt & Europe via Marseilles	Hakozaki M.	Wed., 16 inst. Registration 8.45 a.m. Letters 9.30 a.m. (Due Marseilles 17th Aug.)
Manila, Australia & New Zealand via Thursday Is.	Yoshino M.	Tue., 16 inst. Registration 8.15 a.m. Letters 9.00 a.m. (Due Thursday Is. 27th July)
— (June)	Kitano M.	Wed., 16 inst., 10.30 a.m.
Strait & Egypt, India, Mauritius, E. & S. Africa, Egypt & Europe via Marseilles	Aki M.	Wed., 16 inst., 10.30 a.m.
— (June)	Haruna M.	Tue., 29 inst., 10.30 a.m. (Due Marseilles 31st Aug.)

PASSENGERS ARRIVED.

"TERRIBLE STOCK SERMON."		
Utterances No-One Wants to Hear:		
"Oh for a forty-parson power!"		
The Bishop of Exeter comes down severely on the "terrible stock sermon" in the current issue of the <i>Diocesan Gazette</i> .		
"Everything said is perfectly safe," he adds. "It has been said before a thousand times—the preacher is preaching, not because he has anything to say to the people, but because he must preach."		
The result of this state of things, as pictured by the Bishop, is that "the boys play games in the corner, the girls have giggled confidences with one another, the farmer considers how he will sell his stock at the market, the squire thinks of his next shooting party, the choirboys turn over their charts, and the preacher is glued to a manuscript which means nothing to him and nothing to those who are listening to him."		
The Bishop observes, however, that few people know how hard it is to preach sermons Sunday by Sunday, and recalls that everybody can preach one good sermon, most men can preach two, men of brilliance can preach half a dozen, but that no one can preach 100 or so good sermons a year.		

E. O'Malley, Mrs. Thos. H. Powell, Master Thos. Powell, Jr., Master Robert Powell, Miss Ruth Powell, Miss Payne, Dr. T. P. Panfilio, Mr. Victor Smith, Mr. R. H. Sabella, Mr. P. A. Santiago, Mr. J. F. Sweeney, Mr. H. Hwang, Sek-sing, Mr. S. J. Toolin, Mr. C. V. Weber, Miss and Mrs. Dorothy

Shipping to Europe, Australia, and other Ports.

P. & O. BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES incorporated in ENGLAND) to
Straits, Java and Burma, Ceylon, India, Persian Gulf, West Indies,
Mauritius, East & South Africa, Australasia, including New
Zealand & Queensland Ports, Red Sea, Egypt, Europe, Etc.
GENESEUL & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H. M. GOVERNMENT)

S.S.	Tons	From Hongkong (about)	Destination
SOUDAN	6,696	9 July noon	S'pore, P'ang, C'bo & B'bay
KARWALA	9,098	12 July noon	M'los, London & Antwerp
MALWA	10,941	26th July	M'los, London & Antwerp
JEYPORE	5,318	29th July	S'pore, P'ang, C'bo & B'bay
MIRzapore	6,715	5th Aug.	S'pore, P'ang, C'bo & B'bay
DEVANHA	8,092	9th Aug.	M'los, London & Antwerp
SICILIA	6,813	22nd Aug.	S'pore, P'ang, C'bo & B'bay
MANTUA	10,902	23rd Aug.	M'los, London & Antwerp
NAGOYA	6,854	30th Aug.	M'los, London & Antwerp
SARDINIA	6,684	4th Sept.	S'pore, P'ang, C'bo & B'bay
KALYAN	9,118	6th Sept.	M'los, London & Antwerp
KAISAR-I-HIND	11,430	20th Sept.	M'los, London & Antwerp
KASHMIR	8,963	4th Oct.	M'los, London & Antwerp
MOPRA	10,911	18th Oct.	M'los, London & Antwerp
KASHGAR	8,840	1st Nov.	M'los, London & Antwerp

BRITISH INDIA-APCAR SAILINGS (South)

JAPAN	6,052	8th July	Singapore
INDIA	6,953	28th July	S'pore, Penang & Calcutta
TAKADA	6,949	16th Aug.	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

ST. ALBANS	4,500	30th July	Manila, S'kan, Thursday Is., Townsville, B'ham, Sydney, & Melbourn.
EASTERN	4,000	27th Aug.	
AFARUA	6,000	1st Oct.	

Precaution against fire from Australia with the following:-
The Union & G. Company's steamer in the Cape.
The Royal Mail steamer in the Cape.
The F. & G. Branch Service of steamers from Southampton and London via Panama Canal.
The New Zealand Shipping Co. sail from Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

TANDA	6,956	8 July d'light	Kobe
DEVANHA	8,092	11th July	Shanghai, Moji & Kobe
MIRZAPORE	6,715	15th July	Shanghai & Kobe
MANTUA	10,902	25th July	Shanghai, Moji & Kobe
SICILIA	6,813	26th July	Shanghai
TAKADA	6,684	28th July	Kobe
NAGOYA	6,834	1st Aug.	Shanghai, Moji & Kobe

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Co.'s Office up to noon on the day previous to sail. For Passage Rates, Handbook, Freight, etc., apply to MACKINNON, MACKENZIE & CO., Agents.

12, Des Vaux Road, Central.

GLEN AND SHIRE.

JOINT SERVICE OF STEAMERS.

U. K., STRAITS, CHINA & JAPAN Service.

OUTWARD.**HOMEWARDS.**

Steamer.	Due Hongkong.	Vessel.	Leaves Hongkong.
GLENBEG	13th July.	CARMARTHENSHIRE	10th July.
GLENSHIEL	24th July.	LONDON, ROTTERDAM & H'burg.	
PEMBROKESHIRE	6th Aug.	CARNAVONSHIRE	23rd July.

Movements are subject to change without notice.

For freight or further particulars please apply to:-

JARDINE MATHESON & CO., LTD.

AGENTS THE GLEN LINE, LTD.

Telephone Central No. 215, sub-ox. 23 and 3696.

ASUTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.
SAILING (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong from Australia.	Leaves Hongkong for M'la, S'kan, Thurs. Is., & A'lian Ports.
TAIYUEN	6th July	11th July
CHANGSHA	28th July	2nd Aug.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions, etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

(JOHN SWIRE & SON, LTD.)

Agents.

Telephone Central No. 36.

K.

Yamashita Steamship & Mining Co., Ltd.

Steamship Owners, Shipping & Marine Insurance Broker.
Coalmine Owners, General Coal Merchant.

REGULAR FREIGHT & PASSENGER SERVICE:
BETWEEN
KEELUNG, HONGKONG, CANTON & HAIPHONG.

Sailing from Hongkong.

FOR CANTON
S.S. "CHUKWA MARU" ... on or about 8th July.

FOR HAIPHONG via Hoilow & Pakhoi

S.S. "CHUKWA MARU" ... on or about 11th July.

FOR KEELUNG via Swatow & Amoy

S.S. "TAIKWA MARU" ... on or about 10th July.

For further particulars, please apply to:-

MATARA, AGENTS.

Branch Office, No. 37, Bonham Strand, West.

Top Floor, King's Building, Tel. Central No. 140 & 457.

Shipping to Europe, Australia, and other Ports.



SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai & Japan ports.

Through Bills of Lading issued to all Overland Common Points in U.S.A. and Canada.

Through passage rates to Europe via Americas G. \$405. G. \$420. G. \$440.

IYO MARU Saturday, 19th July at 11 a.m.

YOKOHAMA MARU Saturday, 30th Aug.

MARSEILLES, LONDON & ANTWERP via Singapore, &c.

FUSHIMI MARU Wednesday, 16th July at 11 a.m.

HAKOZAKI MARU Wednesday, 30th July.

HAMBURG via LONDON & ROTTERDAM.

DURBAN MARU Monday, 18th Aug.

NEW YORK and/or BOSTON via PANAMA.

GENOA MARU Thursday, 10th July.

SYDNEY & MELBOURNE via Manila, &c.

YOSHINO MARU Wednesday, 16th July at 11 a.m.

AKI MARU Wednesday, 13th Aug.

NEW YORK and/or BOSTON via PANAMA.

TATSUINO MARU Sunday, 6th July.

BUENOS AIRES via Singapore, Durban & Cape Town.

KAMAKURA MARU Thursday, 28th Aug.

BOMBAY via Singapore & Colombo.

AWA MARU Thursday, 10th July.

MORIOKA MARU Tuesday, 29th July.

CALCUTTA via Singapore, Penang & Rangoon.

PENANG MARU Wednesday, 9th July.

MOJI MARU Friday, 18th July.

NAGASAKI, KOBE & YOKOHAMA.

AKI MARU Thursday, 17th July.

SHANGHAI, KOBE & YOKOHAMA.

AKITA MARU ... (Omit Shanghai) Tuesday, 8th July.

WAKASA MARU Tuesday, 15th July.

KITANO MARU Wednesday, 16th July.

For further information apply to:-

NIPPON YUSEN KAISHA.

T. YAMAMOTO, Manager.

Tel. Central, Nos. 292, 293 & 2422.

COAST SHIPPING.**INDO CHINA STEAM NAVIGATION Co., Ltd.**

SAILINGS SUBJECT TO ALTERATION.

Destination. Steamer. Sailing.

TIENTSEN Chipshing Sat. 5th July at noon.

MANILA via Amoy Suisang Sun. 5th July at 3 p.m.

HAIPHONG via Hoilow Leesang Sun. 6th July at 8 a.m.

SHANGHAI via Swatow Wokang Tues. 8th July at 10 a.m.

BANGKOK via Swatow Chakang Tues. 9th July at 10 a.m.

T'TAO via S'tow & S'hai Kwongsang Wed. 9th July at 3 p.m.

STRAITS & CALCUTTA. Laisang Thurs. 10th July at 3 p.m.

SHANGHAI via Swatow Fooshing Fri. 11th July at 10 a.m.

KOBE ... Hossing Sat. 12th July at 7 a.m.

HAIPHONG via Hoilow Mingsang Sat. 12th July at 8 a.m.

MANILA ... Yuensang Sun. 13th July at 10 a.m.

SHANGHAI via Swatow Lokang Sun. 13th July at 10 a.m.

SANDAKAN ... Hinsang Tues. 15th July at 1 p.m.

KOBE via Moji Fookong Mon. 28th July at noon.

SHARE QUOTATIONS.

Stock Exchange.		Sharebrokers' Association.	
Banks.		Banks.	
H.K. & S. Bank ^b (London)	114712 £132	b.	1147 £132
Chartered Bank	1934 2294	b.	120 2294
Mercantile Banks A & B	12124 b.	b.	12124 2294
Mercantile Banks C	12124 b.	b.	12124 95
P. & O. Bank	12124 95	b.	12124 9912
Bank of E. Asia	228 226.8	b.	2834 2834
Canton	675	b.	630
China Underwriters	1	b.	1
North China	140	b.	140
Union	238	b.	230
Yungtso	2834	b.	2834
China Flots	150	b.	150
H.K. Flots	570	b.	575
Shipping.	57	b.	59
H.K. Steamboats	374	b.	374
H.K. Tug	312	b.	324
Indos (Prof)	110	b.	35
Indos Def. Loh/Reg	110	b.	110
Indos Def. H.K. Reg	824	b.	824
Shells	97	b.	94
Ships	1612	b.	1612
Refineries.	257	b.	255
China Sugars	257	b.	255
Malabon	46	b.	46
Mining.	257	b.	255
Benguet Consldi	173	b.	173
Kaitan	687	b.	677
Langkawi Combined	19	b.	19
Raubs	5	b.	4.80
Tronohs	419	b.	424
Ural Caspians	147	b.	147
Docks Wharves, Godowns &c.	195	b.	195
H.K. Wharves	151	b.	151
K. Docks	196	b.	196
Hongkong Wharves	610	b.	610
New Engineerings	94	b.	94
Shanghai Docks	94	b.	94
Lands, Hotels & Buildings.	173	b.	173
H.K. Hotels (num rds.)	17	b.	1674
Do. (New) Prem.	120	b.	110
H.K. Developments	111	b.	110
H.K. Lands	214	b.	214
H.K. Realty	1	b.	1
H.K. Territories	2214	b.	2214
Humphries Estate	150	b.	150
Princes Bldg.	111	b.	111
Ewo Cottons	4	b.	4
Orientals	4	b.	4
Shanghai Cottons Old	60	b.	55
Shanghai Cottons New	35	b.	30
Miscellaneous.	814	b.	814
Canton Ices	2214	b.	2214
Cements (num rds.)	612	b.	612
Do. (New) Prem	1412 new 1.9	b.	14.10 old 0.9
China Light	1892	b.	1892
China Providents Old	1512	b.	16
Do. New	512	b.	512/4
Constructions	614	b.	612
Dairy Farms	27	b.	25/4
Der A Wing (f.p.)	10	b.	10
" (p.p.)	212	b.	24
Electric H.K. Old	3434	b.	3434
Electric Macao	36	b.	36
Hongkong Ropes Old	20	b.	20
H.K. Ropes (New) Prem.	7	b.	7
Hongkong Tramways	3812 sh. 3812	b.	38
Lane Crawfords	1612	b.	1612
Mackintosh	2212	b.	2212
Peak Trams Old	1892	b.	1892
Peak Trams New	420	b.	334
Sinceres	1312	b.	13.60
Taxis	334	b.	334
Watsons	28	b.	28
Wm. Powells	15	b.	15
Nanyang Tob.	20	b.	20
Cements Combined	2634	b.	2634
Hongkong, July 5, 1923.			

HONGKONG SMALL INVESTORS

Telephone 4630

WE BUY

WE SELL

Approx. yield

China Lights	Watson's	7% per annum.
Hongkong Bank	Deutsche	
Union Insurance	Underwriters	
Powells	Cements	
Dairy Farms	Hongkong Hotels	
Waterworks	Raubs	
Steamboats	Raubs	
Star Ferries	Bank of East Asia	
and various other lots		

5-houses and several building lots for disposal. Houses and flats required and for rent.

ASIATIC BUILDING (A.P.C. Bldg.)

EXCHANGE:

(Opening Rate: closing Rate on Page 1.)

SELLING.

80 d/s. San Francisco and Few

York

5/4/24

50 d/m.

50 d/s.

50 d/m.

Special Offer

White Gaberdine
TROUSERSmade-to-order of a thoroughly
shrink gaberdine.

Perfect fit assured.

\$16.50 per pair, 3 for \$45.00

Mackintosh& CO., LTD.
MENS WEAR SPECIALISTS.
Alexandra Building, Des Voeux Rd.**G. FALCONER & CO. (HONGKONG) LTD.**
UNION BUILDING (OPPOSITE G.P.O.)**WATCH & CHRONOMETER MAKERS, JEWELLERS****DIAMOND MERCHANTS.**A fine selection of English Jewellery Sterling Silver
Ware Watches and Clocks always on hand.**Agents for:**British Admiralty Charts Heath Sextants, Night Glasses etc.
Kew Navigational Instruments Stanley Drawing Instruments
Ross London Telescopes & Binoculars Waits Theodolites, Levels etc.We invite the Public to call and inspect our
varied stock, and compare prices.Over half a century's reputation throughout the
East as the House of Quality.

Established - - - - - 1855

BACK from the MARKET Sale**NOW ON**Our buyers having returned from
purchasing abroad, we are well
stocked with the latest goods of
highest grades. We are offering
them to our customers at remarkable**BARGAIN PRICES**prices that you only come across
"once in a blue moon."**YEE SANG FAT CO.**The coming rough weather can be
seen at a glance.**GOERZ TABLE
BAROMETER**

Absolutely reliable.

Price Moderate.

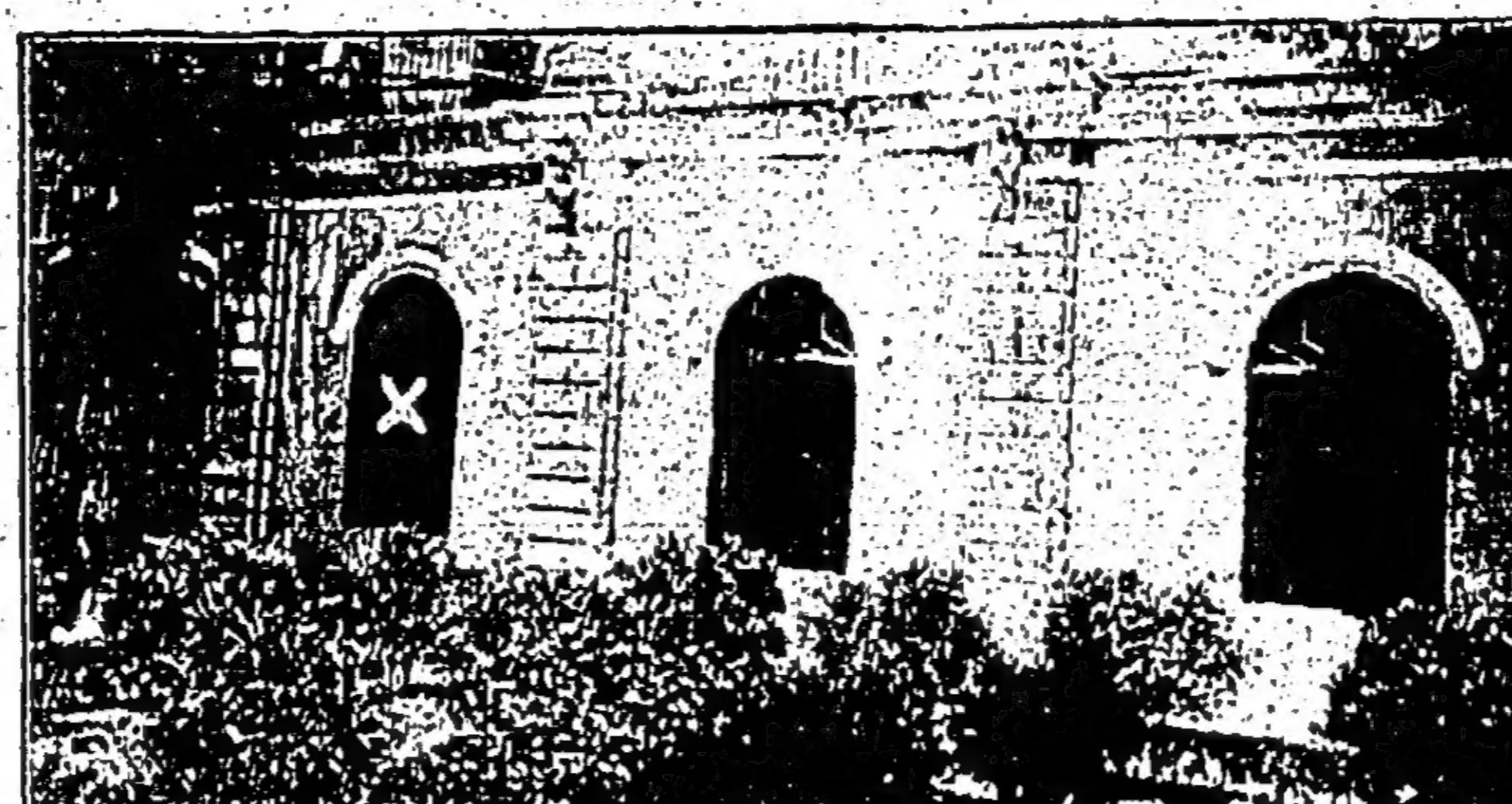
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etc., instantly kills all Mosquitoes, Flies, Moths, Ants,
Silverfish, etc.

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Pints. \$1.10. Quarts \$1.80. Half Gallons \$3.25. Gallons \$6.50.
Sprayers 70 cts. each.**THE PHARMACY.**

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CAMERA NEWS

THE SHAMEN OUTRAGE.—This is a side view of the Victoria Hotel, Shamian, where the recent outrage took place. The bomb was thrown in through window marked with a cross.



SHAMEN BOMB DAMAGE.—This photograph, taken in connection with the Shamian bomb outrage, shows: 1, 2 and 3, pieces of cast-iron from the bomb; 4 and 5, parts of attaché case in which bomb was contained; and 6 to 11, cutlery from the banqueting table damaged by force of the explosion.



ANOTHER HONGKONG COMPETITOR.—This is Little Peggy Ecclesall, aged 2 years 3 1/2 months, who is being entered for the British Empire Baby Competition.



DR. SUN PRESENTS AWARDS.—Dr. Sun Yat-sen is here seen on the presentation of awards of merit in connection with last Sunday's military review in Canton.



BILLIARD CUP WINNERS.—Above are seen members of the 40th Co. Royal Engineers, winners of the Soldiers' Club Billiard Cup. (Photo: A. Hing.)



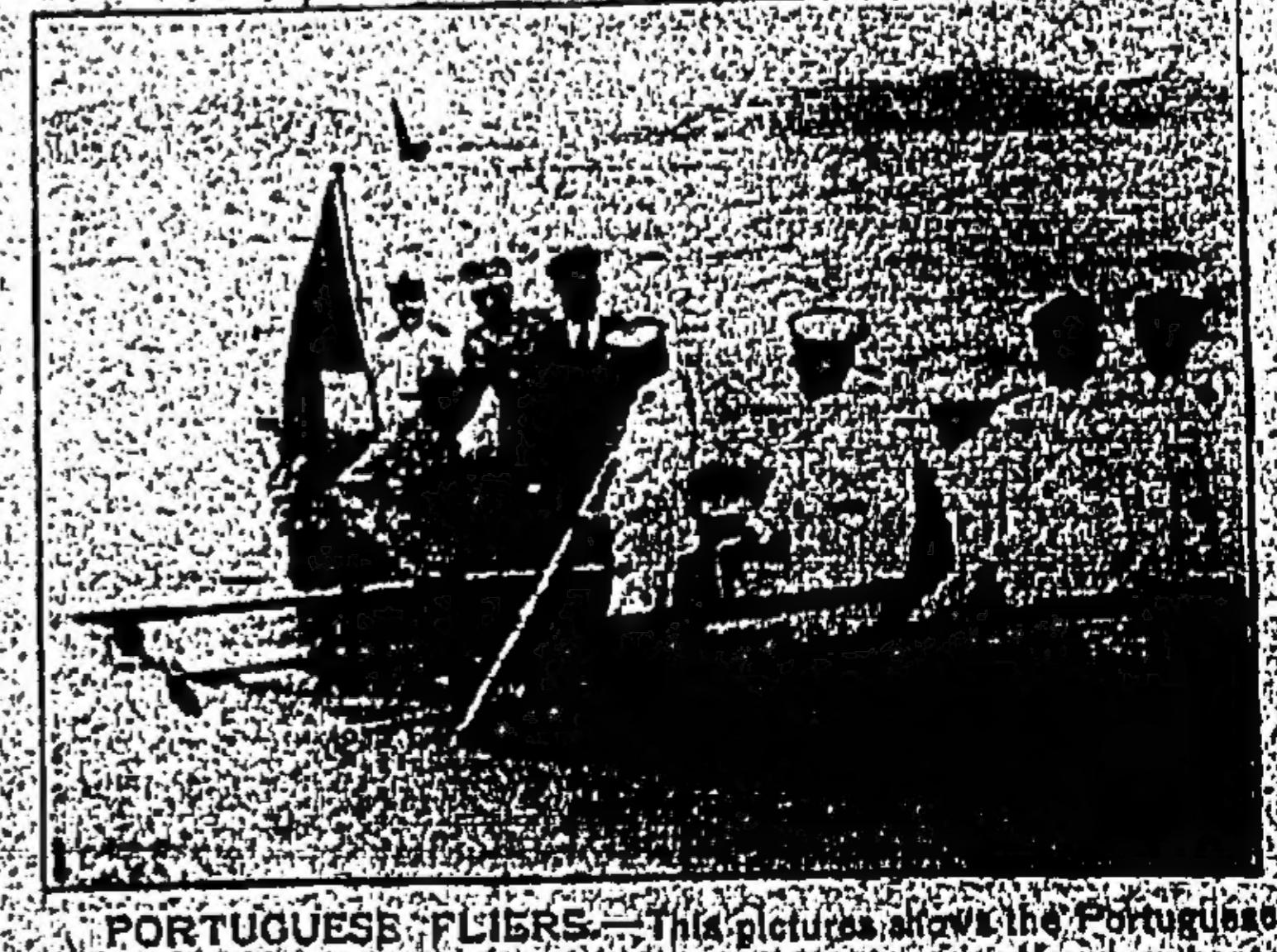
CANTON TROOPS ON MARCH.—This picture shows the Canton troops on the March Past before Dr. Sun Yat-sen in last Sunday's Grand Review.



MACAO'S WELCOME.—The landing of the Portuguese Flora at Macao. Left to right are seen: Col. M. Santos, Major Brito Paez and H. E. the Governor of Macao. (Photo: G. Borges.)



VERY MUCH ALIVE.—Dr. Sun Yat-sen is here seen after presenting a Presidential flag to troops in Canton last Sunday.



PORTUGUESE FLIERS.—This picture shows the Portuguese fliers coming ashore at Macao in a specially decorated rowing boat. (Photo: G. Borges.)

AN ALPHABET OF HONGKONG



K IS FOR KENNETH

Who Kums from Kowloon.
He Looks a Taipan.
And Hopes to be Soon!

"JULY THE FOURTH."

YESTERDAY'S RECEPTION.

The hospitality of the American community was well demonstrated last evening, when a most enjoyable reception was given in the Grill Room of the Hongkong Hotel to their foreign friends. The scheme of decoration was simple but most effective, the overhead lights being nicely festooned with flowers and greenery, and hunting being freely used elsewhere.

Tea and other refreshments were served at tables inside the Grill Room and on the verandah, whilst in an adjacent room was the bar, to which the "dry" law did not apply in the least degree.

The guests were received by the Consul General, Mr. William H. Gale, and Mrs. Gale, who later occupied places at the chief table, where those present included His Excellency the Governor (Sir Edward Stubbs, K.C.M.G.), Capt. R. Neville, A.D.C.; Mr. T. J. Galsford-St. Lawrence, Private Secretary; Sir Claude and Lady Sevyn; the Hon. Mr. P. H. and Mrs. Holyoak, the Hon. Mr. E. D. C. and Mrs. Wolfe, Mr. Justice Gompertz, and Mrs. Drollette.

Dancing proved the main attraction, the music for which was supplied by the Hongkong Hotel orchestra, and everyone present spent a most happy and enjoyable time.

SHARE MARKET.

SHANGHAI QUOTATIONS.
Messrs. Ellis and Co. have kindly supplied us with the following cable quotations of Shanghai stocks from their Shanghai office:

Langkats (comb) — Tls. 1832 buyers.

Ewos. Tls. 11 sellers.

Shanghai Docks. Tls. 94 buyers.

New Engineerings. Tls. 6.10 buyers.

Orientals. — Tls. 3 buyers.

Shanghai Cotton. Tls. 54 buyers.

BASEBALL.

The following will be the line-up in the League game between the Filipinos and the Chinese baseball teams on Sunday at 4 p.m., weather permitting:

Filipinos. Catcher, Rull; Pitcher, Angelos; 1st. Base, Sancho; 2nd. Base, Malig; 3rd. Base, Leonardo; S. Stop, Cruz; R. Field, Silos; L. Field, Francisco; C. Field, Garcia. Substitutes: Castro, Fabian and Dolgado.

Chinese. — Catcher, Kwong; Pitcher, Lee (S.I.); 1st. Base, Chang; 2nd. Base, June; 3rd. Base, Shim; S. Stop, Chan; R. Field, Hoe; L. Field, Chu; C. Field, Lee (O.H.). Substitutes: — Leung, Choy and Jan.

THOUGHTS ON PRAYER.

By the Rev. G. R. Lindsay, M. A.

What is the use of praying in a world where everything is fixed? Jesus Christ settled the question. He prayed himself. He is ordered? It is natural law taught man how to pray. He governs the world is it not unreasonable to ask God to change that children should talk to their Father and the Father would hear and answer. Pray therefore, cannot answer prayer because that would be to interfere with the laws by which the world is governed. Let us consider this argument for prayer. "There is no argument for prayer," he replied. This was a somewhat cryptic way of saying that but this phenomenon may be seen no argument for prayer but this is true that no difficulties exist, nothing doing in any direction.

Raw Cotton. — There is no change to report.

Motors. — Market lifeless.

Flour Market Report. — Stock: About 1,500,000 sacks. Market: Quiet. Quotations: — American Patent, \$3.55 per sack; American Straight, \$2.70 per sack; American Cut off, \$2.70 per sack; Shanghai Flour per sack; Australian No. 1, \$2.80 per sack; Canadian Cut-off, \$2.55 per sack.

Window-glass. — Very few small sales. Market easy.

Sugar. — Market weak.

Saltpetre. — Very quiet market with poor outlook.

You can trust with strong confidence in His power. His liberty, and His willingness to answer. The answer is sometimes negative, sometimes it is deferred, and sometimes it is of a different nature to what we expected. But every prayer that is real coming from a clean heart is answered in God's time and in God's way, and moreover,

"His grace and power are greater than any prayer which lies such."

"None can ever ask too much."

RUSSIA AND FAR EAST.

POINTERS FOR JAPAN TO NOTE.

Moscow, July 4. M. Stakloff, writing in the *Izvestia*, says the first necessity for a Russo-Japanese agreement will be the evacuation of Northern Sakhalin.

M. Horiot's policy, he says, finds an echo in the policy of the new Japanese Cabinet in its clauses and different "but's."

The Soviet Government wants to establish peace on the Pacific Coast, but won't sacrifice the vital interests of the Russian Far Eastern population. Japan must choose between antagonism or following in China's footsteps. — Reuter

RUSSIAN ESPIONAGE CASE.

Moscow, July 4. On the conclusion of the trial at Kharkoff of sixty-five persons accused of espionage on behalf of Poland, twelve death sentences were passed, and six persons were sentenced to various terms of imprisonment. — Reuter

THE AMERICAN FLIGHT.

Karachi, July 4. The American fliers have arrived here. — Reuter

BRITISH FLIGHT.

Shanghai, July 5. Squadron Leader MacLaren left for Kagoshima at 9.35 this morning. — Reuter

HONGKONG IMPORTS.

FAIR BUSINESS IN PIECE GOODS.

The fortnightly Price and Market Report published by the Hongkong General Chamber of Commerce, says:

Cotton piece goods and fancy cotton goods. There is a noticeable disposition on the part of Lancashire manufacturers

coincident with the easier tone of the Liverpool and New York cotton markets—to meet enquiries which one or two weeks ago would very likely have been fruitless. As a consequence a fair business has been done both in greys and whites and dyed goods at fairly satisfactory rates; quantities have not been big, but the business done have been spread over a variety of weights and qualities, which tends to confirm the impression that the local market is ready to operate on a more extensive scale, but that the future position of cotton must be more clearly defined before the necessary confidence can be felt.

Cotton Yarn. — We have to report a dull and lifeless market, due to the continued decline in Japanese Yarn, which has checked the demand considerably. No business of any importance has been effected and prices are on the easier side. Quotations are: — No. 10s. \$220/240. No. 12s. 225/245. No. 16s. \$240/250. No. 20s. \$250/240. Arrival, 1,800 bales. Shipments nil. Sales 500 bales. Unsold stock 7,100 bales. Bar-gains 2,000 bales.

Woollens. — Market extremely dull, nothing doing in any direction.

Raw Cotton. — There is no change to report.

Motors. — Market lifeless.

Flour Market Report. — Stock:

About 1,500,000 sacks. Market: Quiet. Quotations: — American Patent, \$3.55 per sack; American Straight, \$2.70 per sack; American Cut off, \$2.70 per sack; Shanghai Flour per sack; Australian No. 1, \$2.80 per sack; Canadian Cut-off, \$2.55 per sack.

Window-glass. — Very few small sales. Market easy.

Sugar. — Market weak.

Saltpetre. — Very quiet market with poor outlook.

Official sanction has been given for the use of one of the 18 guns, Statue Square, for the purposes of public band concerts. The first will be given by the Surrey Band on Monday afternoon commencing at 5.15.

DAIRY FARM NEWS.

CHEESE

Shipments landed at special prices.

Australian Cheddar	70 cts. per lb.
Kraft	80 cts. per lb.
Edam	\$3.00 each.
Dutch in Tins	60 cts. per tin.
Roblechon Swiss	80 cts. per lb.
Gruyere	\$1.10 per box

The DAIRY FARM,
Ice & Cold Storage Co., Ltd.

Complete Outfit \$60.00 Baby Films \$1.50 per reel.

THE ONLY PRACTICABLE CINEMA
FOR YOUR HOME.THE NEW
"BABY COLOUR"

IT ENHANCES THE INTEREST OF THE FILM TEN-FOLD, AND ADDS LIFE AND COLOUR TO EVERY PICTURE.

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DORA LABETTE

Soprano With Piano

D1475. EARLY ONE MORNING (Old English Air)

NYMPHS AND SHEPHERDS ("The Libertine")

MELVILLE GIDEON of the "Co-optimists"

NEVER REALISED... (Never Realised)

LONDON TOWN (YOU HAUNT ME) (with Violin, Cello & Piano)

SPARE A LITTLE LOVE (with Violin, Cello & Piano)

ALOUETTE (THE SKYLARK) (Entertainer at the Piano)

Alas from "THE GONDOLIERS"

GONDOLIERS (Gilbert & Sullivan)

Kind Sir, You Cannot Have the Heart (Violet Essox, Soprano)

On the Day When I was Wedded (Carrie Herwin, Contralto)

NEW-ROCESS NO SCRATCH

ANDERSON'S

I believe she has now reached Nanking.

Li Chai-sam has taken charge here and his first act of benevolence was to "squeezo" the poor merchant.

Shum Hung-ying is still besieging Kwailung. Ho-lei reported as having close on 10,000 troops, half of which consists of recruited bandits closely related to those that recently captured the four Wuchow missionaries. Luk is still within the besieged city and is waiting for reinforcements from Ma Chai.

The Rev. Rex Ray, on his arrival here last week after having spent an unpleasant time in the bandits' den, did not appear to have suffered much. The photographers were busy next day and Mr. Ray had to submit to many "shots."

Wm. Powell Ltd
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Frocks

Phoenix

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Hosiery

Children's

Summer

Frocks

EXSHAW'S
NO. 1 BRANDY

THE BOTTLE IS WIRED ALL ROUND
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ARE YOU SATISFIED

with your independent key-wound clocks, no two of which keep the same time?



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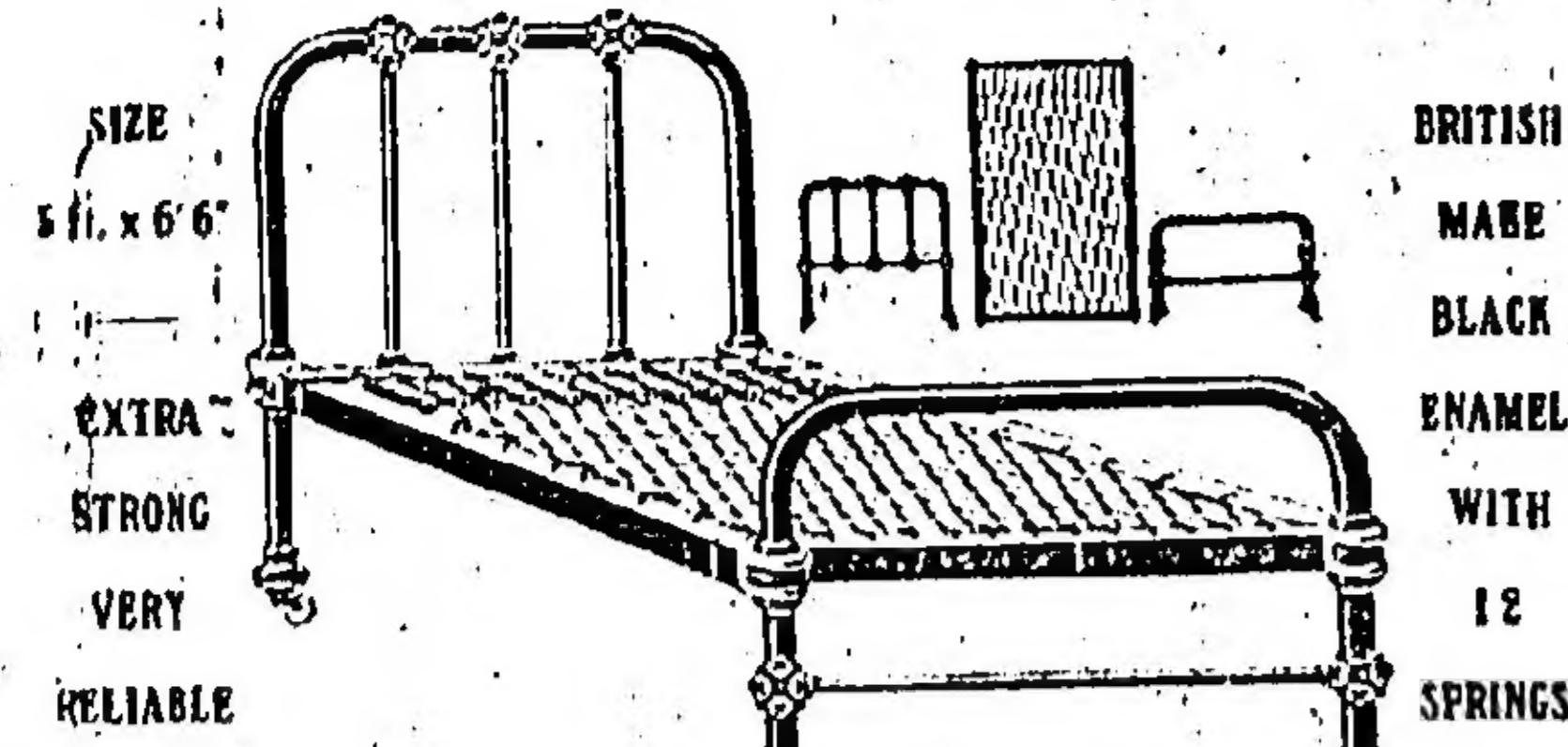
guaranteed correct time to within half a minute for six months

SHEWAN, TOMES & CO.

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Special Value THREE PART BEDSTEAD.



THE BEST VALUE ON
THE MARKET

Price \$15.50 each.

MATTRESSES - - - \$11.50 each
PILLOWS KAPOK - - - \$2.95

ALL BEDDING GUARANTEED TO
BE PURE FIRST CLASS FILLING.

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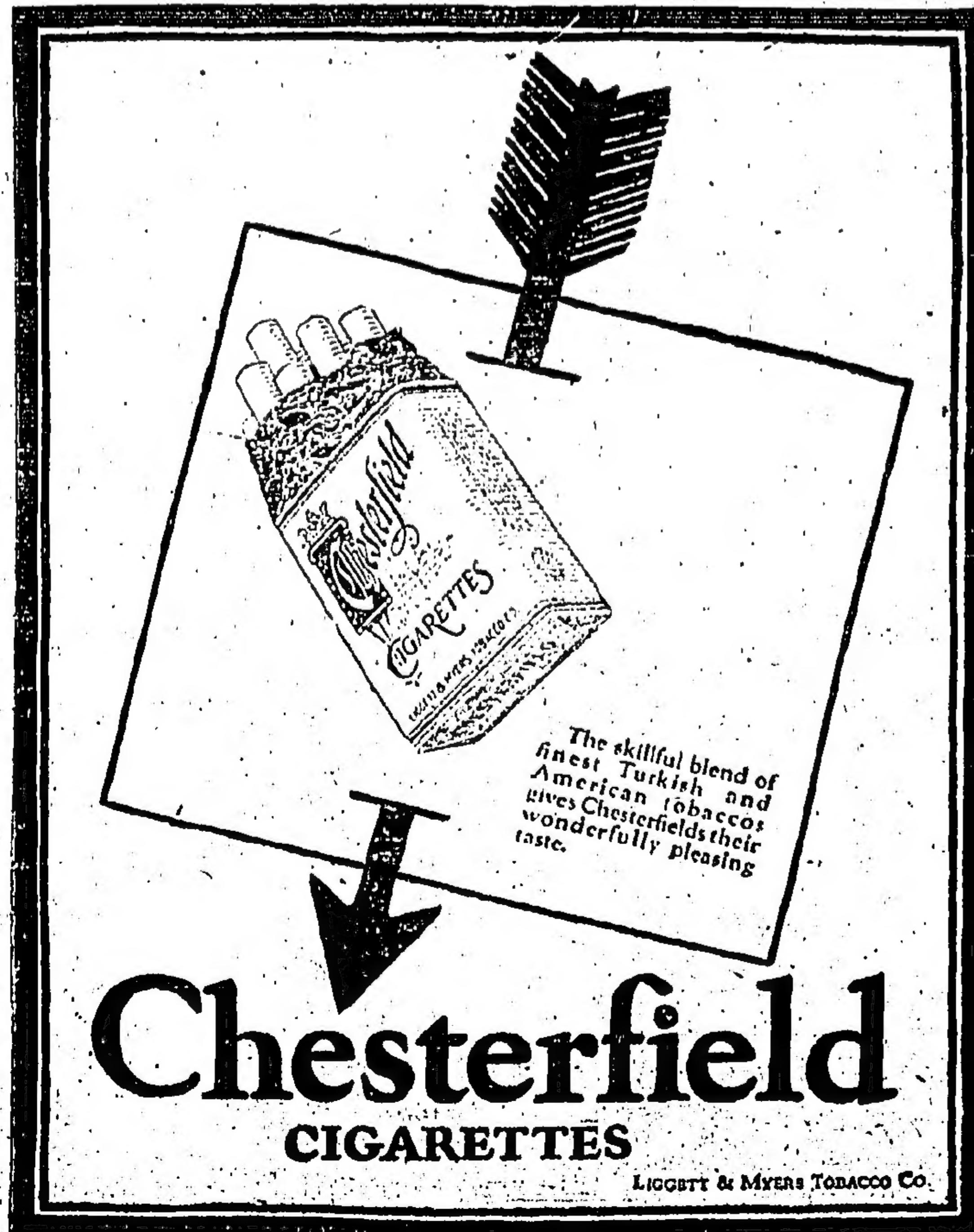
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RADIO NOTES AND NEWS.

Superdyne Without An Aerial.

While DX, the radio for long distance reception, remains popular and broadcasting stations compete with one another for honours, one of the sets demanding attention will be the four-tube superdyne, says an American radio expert.

It is one of the few receivers that can bring in stations 1000 and 1500 miles away with a fair degree of selectivity. It is practically a radio frequency hookup with two stages of audio and is the product of an old idea—the negative feedback principle.

The set described here can easily bring in stations 1000 and 1500 miles away on a loud speaker. Add a push-pull amplifier to the two stages of audio and you have a set almost equaling the super-heterodyne in volume.

An advantage of this set is that it can produce good results without an aerial—a bonus for touring radio fans! It can be built in compact form, bunching all four tubes with short leads. And its construction is comparatively simple.

The parts of the superdyne include:

L-1, L-2, L-3, special variacoupler windings.

L-4, special plate coil.

C-1, C-2, variable condensers, 23-plate.

C-3, grid condenser, 00025 mfd.

S-1, S-2, two-point switchos.

R-1, 6-ohm rheostat.

R-2, 6-ohm variometer rheostat.

T-1, T-2, audio frequency transformers, 4:1 ratio.

J, single circuit phone jack.

Four tube sockets.

All this, besides the 6-volt storage A battery, 90-volt B battery, with tap at the 22 1/2 volt terminal, a 3-volt C battery, three amplifier tubes, one detector tube, necessary wire and binding posts for winding the coils, the panel and base for the receiver, and wire for leads.

IN SMALL SPACE.

With all four tubes bunched neatly in a square, and the two transformers behind them, the whole set could be put up very neatly on a base about 16 inches long by 8 inches deep, and the panel could be 16 inches long by 6 inches high. The knobs controlling the tickler and two condensers may be ranged alongside one another at the left of the panel, and the tubes and transformers at the right.

The coil L-1 can be placed behind the second condenser and its windings should be at right angles to those of the variacoupler.

The four coils are made as follows:

L-2 is made first on a 4-inch dielectric tube 3 1/2 inches long, and consists of 42 turns of No. 22 D. S. C. wire. Start the winding

about an inch from the top and tap at the twentieth and the last turn.

L-1 is four turns of the same wire wound in spiral form over L-2 and in the same direction to binding posts at top and bottom of the tube, to which the antenna and ground are connected, respectively.

L-3 is the tickler, consisting of 36 turns of the same wire wound on a 3 1/2 inch rotor, 18 turns on each side.

L-4 consists of 46 turns No. 22 D. S. C. wire on a 4-inch tube coil, with a tap at the 25th turn and the last turn.

The taps on L-2 and L-4 are connected to the switch points of S-1 and S-2, respectively, the lower taps being used for lower and the higher for higher, wave-lengths.

Keep the grid and plate loads of the radio frequency tube as far apart as possible and at right angles.

The rheostats are connected so that one controls the detector tube and the other works all three stages of amplification.

A single wire aerial 50 long is sufficient to get best results. When used without aerial the negative of the A battery should be grounded.

Proper connection of the tickler leads may be tested by touching the ground binding post. If there is a howl in the phones, the tickler leads should be reversed.

To operate the superdyne, turn up filaments until a slight hiss is heard. Set both switches at the lower or higher taps, in accordance with the wavelength you wish to tune in, and bring the tickler into an upright position. Vary the two condensers equally until a slight whistle is heard.

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LARGE
SIZE
2 PL.
25
CTS.

Small
Size
1 PL.
19
CTS.

WOMEN'S INTERESTS

MEANS
SAFETY
NO
MICROBES.



This bride is dressed in chiffon over white satin with a yoke and veil of real Duchess lace. Her skirt is ruffled and falls in a semi-train. Real orange blossoms are caught in her lace headpiece and fall from her bouquet. The maid of honour also wears a ruffled chiffon gown with sleeves of Chantilly lace and silk roses in pastel shades. The bridesmaids wear bouffant frocks of Chantilly lace over satin joined to light bodices and corsages of flowers. Their hats of white lace braid have wide streamers of pink satin.

LACE LAMPSHADES.

The popular fillet lace panels, measuring nine or ten inches long by seven or eight inches wide, make specially delightful headboards or drawing-room lampshades.

One specially pretty example consists of three upright panels mounted on the palest pink

Japanese silk. The panels were connected by narrower ones of very fine, slightly ecru tinted lawn, bearing a design in fine broderie anglaise, the panels being put together with a fine lace insertion and finished top and bottom with a minute band of the same lace.

Mounted Empire shapes on a fine wire foundation with curved inside wires, which do not show when the lamp is lighted, give the softest and most becoming light imaginable.

Such a lampshade may equally well be made from two or three of the charming imitation machine-made panels of fillet lace, with their excellent designs of Cupids with bows and arrows and sylphs with garlands. If no broderie anglaise panels are forthcoming, plain fine tinted lawn may replace them, to fill in the gaps between the pictures of lace.

DAINTY DINNER GOWN.



The white satin dinner gown is fashion's whim of the moment. This one strikes a happy medium of a simple, simplicity as to line with a touch of beauty in shades.

NOTES FROM PARIS.

A peacock feather fan displayed in one of the boulevard shops has been attracting attention recently. The feathers are almost as long as a woman's arm, and are mounted on white mother-of-pearl sticks, so that the fan, when unfolded, looks like nothing so much as the spray of the central spout of Versailles famous fountain.

A applique embroidery finds its place in a great variety of Paris creations. It adorns children's frocks in the form of little rabbits, ducks, birds, or ships in full sail. Fine felt or heavy linen is used usually for the applique motif, which is cut out and then stitched on to the garment with an outline stitch, or with a buttonhole stitch, if linen is the material. The judicious addition of a few details, such as eyes in the animals, or waves in the case of the ships, makes this little decoration very effective.

A BEAUTIFUL FRENCH ACTRESS.



Mlle. Lucas, the beautiful young French feminist-ballet girl. Her fiery addresses on the subject of votes for women have attracted great crowds in Paris. She addresses women's rights meetings in the afternoons and of evenings she may be found to dancing in the Paris Opera.

ICE BEAUTIES.

If you happen to have a small lump of ice handy when you are making your toilet, either in the morning or at night, you will find that it will be of great benefit in restoring the contour of a face which has become flabby, especially around the jaws and throat.

Choose a smooth piece of ice, and, after washing the face, use the ice as a face roller. Stroke the face with the ice in an upward direction.

head and from the corners of the mouth towards the ears. For removing a double chin the ice massage will be found very beneficial. Stroke, from beneath, the chin towards the base of the neck, and if it is possible to obtain two pieces of ice and one in each hand when treating the throat good results will be obtained in a much shorter time.

Earrings have by no means lost favour with fashionable women and are longer and more elaborate than ever before.

THIS WEEK'S RECIPE.

FUDGE.

2 cups granulated sugar.
1 cup milk.
2 tablespoons butter.
Pinch of salt.
2 tablespoons corn syrup.
ounce bitter chocolate cut in small pieces.

Mix ingredients and cook to the soft ball stage. Remove kettle from fire allow to cool 15 minutes. Add one teaspoon vanilla and beat until it is creamy and thick. Add one-half cup of nut meats and spread out in buttered pan one inch thick. Cut into one inch squares.

FASHION NOTES.

Wide bracelets of tortoise shell are very attractive on the upper arm when a carved Spanish comb is worn in the hair.

A white georgette crop frock with graduated dots in navy blue has each dot outlined with white beads. The largest dots are about the size of a silver dollar and the smallest the size of a five cent piece.

Square-cut beads are now the rage for necklaces and they are separated by a small round or cylindrical shaped bead.

There's a dainty new bracelet on the market fitted up with a mirror, powder puff and lipstick.

The monogrammed bathing suit is new this year, and is used alike on simple jersey or elaborate silk and satin surf outfits.

Earrings and necklaces of carved white jade are effective with the all black gown.

Summer lingerie takes into consideration the beltless frock and slips and combinations have flounces added considerably below the waistline.

An interesting novelty is a cane wound with narrow ribbon ending in a shower of bows at the top, and a large envelope purse of ribbon to match.

New bags for formal or evening wear are crocheted entirely of small imitation pearls.

Very exquisite lace is used on the fancy slips worn under thin frocks. Wide bands of real lace are often combined with two or three narrow varieties.

Tiny gold beads make an elaborate pattern on a sheath gown of white satin.

The newest ribbons for wrist watches come in pastel colours to match the frocks.

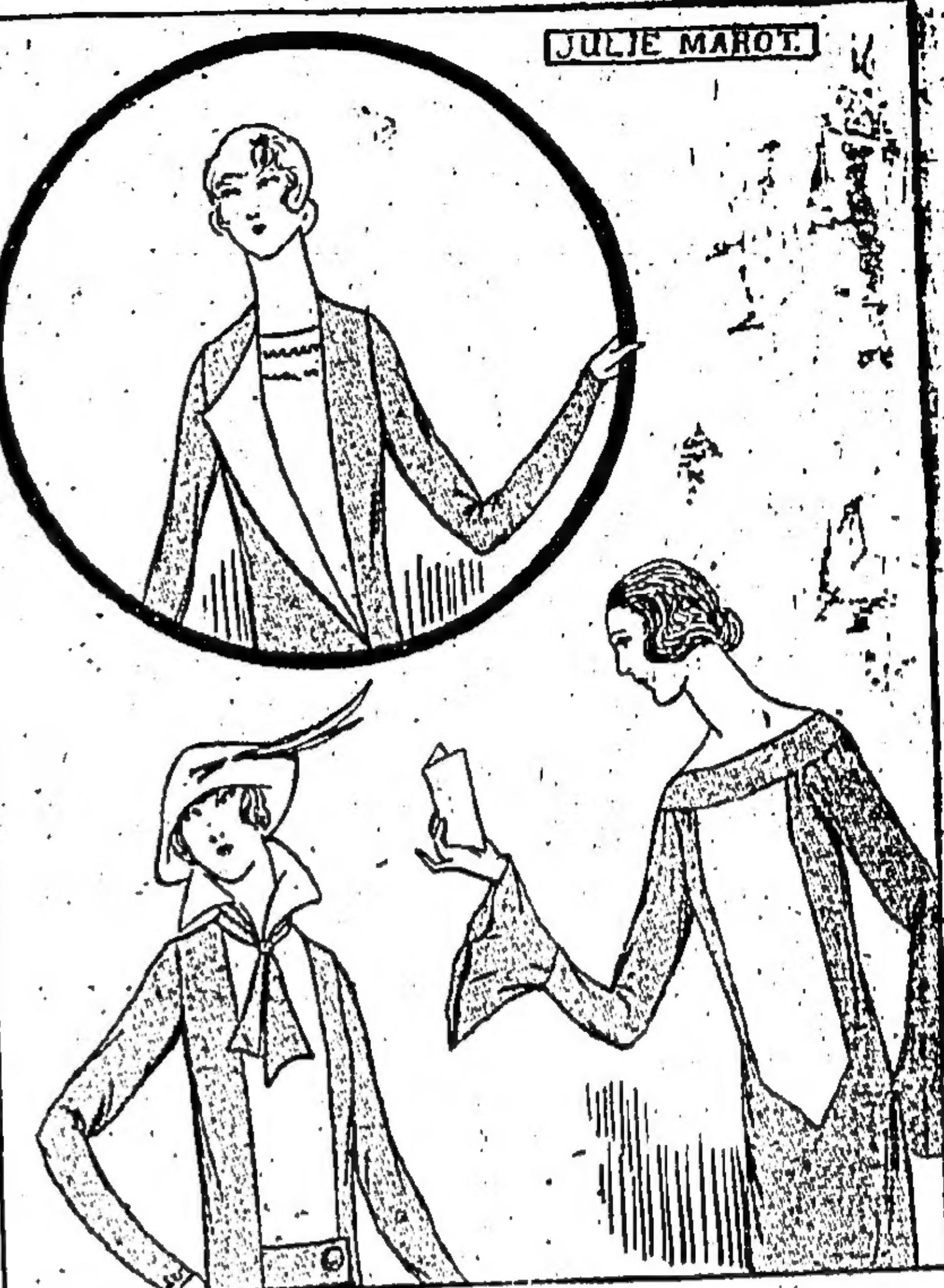
PUTTING ON NEW GLOVES.

Never leave the donning of new gloves till five minutes before one is due to start. That is to court trouble. Settle down for a leisure half-hour when there's one to spare and carefully work the gloves on to the hands. The hands should be cool and dry and the inside of the gloves dusted with a little powder.

Keep the thumb outside whilst first of all working on the fingers, and when the latter is at last inserted support the elbow on the table or knee. This minimises the strain that so often results in a split glove.

If the gloves have buttons, fasten the second one first and the first last. This also breaks in the glove gently, and is less likely to result in a tear.

Never screw gloves one inside the other, but pull them out flat, blow out the fingers, and, failing a glove box or sachet, wrap them up before putting away.



Vests made of crepe de chine, morocain and especially organdie, are becoming increasingly popular. In the first sketch the vest can be worn open or closed, when it is opened it often discloses a more delightfully coloured, and sometimes also elaborately embroidered vest. The rest of the coat-frock underneath is made of white organdie with the high collar, and a narrow black tie knotted round. The other frock is plainly made without even a belt at the waist, so there is nothing crossing the "patch" of the white silk vest.

SENSE ABOUT SODA.

Soda is the most potent agent for the removal of grease from all pots, pans, cooking utensils, &c.

Very thorough rinsing in hot water should be given, however, after the use of soda. Any trace of it left in cooking utensils may be responsible for a spoilt meal.

Soda softens water, but for this purpose it should be used with discretion. For instance, it would be disastrous to soften the water

course, assuming that the irritation is of a mild and harmless character, and not due to a serious skin disease.

When mosquitoes and gnats turn a summer evening into a time of martyrdom, get a little bicarbonate of soda and mix it into a paste with a very little water and apply to the irritating bite. It will give a large measure of relief.

Soda baths are often recommended by the doctor in cases of

POPULARITY OF THE SCARF.



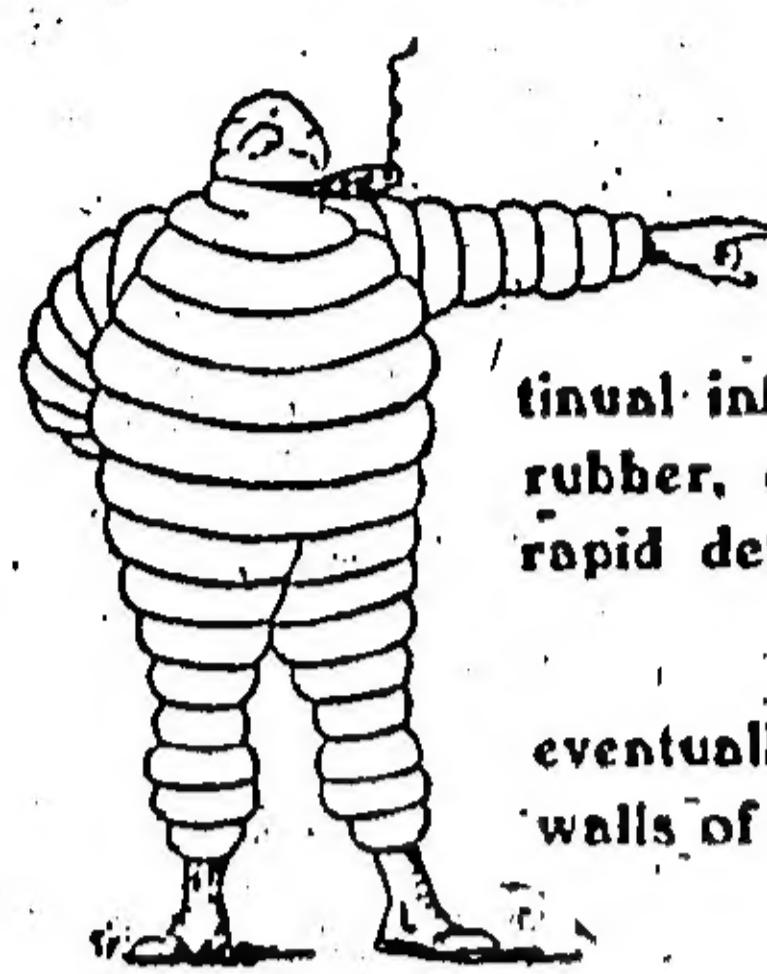
Here are seen three scarves of silk crepe and yet so different. To the left, red and white print with a black border hemstitched on, fashions a set of hat and scarf. Yellow, magenta, orange and purple make a riot of colour on a white scarf. It is hand painted. Marabout rings another change and finishes the scarf ends as well as furnishing a chou for the small toque (shown in the last drawing). The marabout is dyed apricot to match the crepe scarf and hat.

in which woollens are washed with soda, and it is inadvisable to add it to the water in which vegetables are cooked, though this latter is a fairly common practice. Bicarbonate of soda should be used instead, and then only in very small quantity.

Always keep the latter in a dry cupboard and in a tightly stoppered glass jar or bottle. Do not buy in large quantities, for bicarbonate of soda stores badly and loses its properties when stale or damp.

Tulle scarfs may match the frock in colour or they may differ. Violet tulle with a grey frock, or red, with black, or orange with pink are successful combinations.

HOW TO GET GOOD SERVICE FROM MICHELIN TYRES



Keep tyres pumped up to correct pressure for the load they have to carry. We can tell you what this should be.

When tyres are under inflated there is continual internal friction between the foundation cord and the rubber, causing overheating of the tyre and consequent rapid deterioration.

Water can also enter causing rust, resulting eventually in the rims having sharp edges which cut the walls of the tyre near the bead.

Most cars in Hongkong run on under inflated tyres with the above disastrous results.

Have your wheels examined front and rear for trueness and tracking alignment. If they are at fault in this respect the tread of the cover is subject to a grinding action which quickly destroys the cover.

Keep tyres free from oil and grease.

Start and stop gently and take corners slowly.

Lastly—buy MICHELIN tyres from us and follow the above advice and tyre satisfaction is assured.

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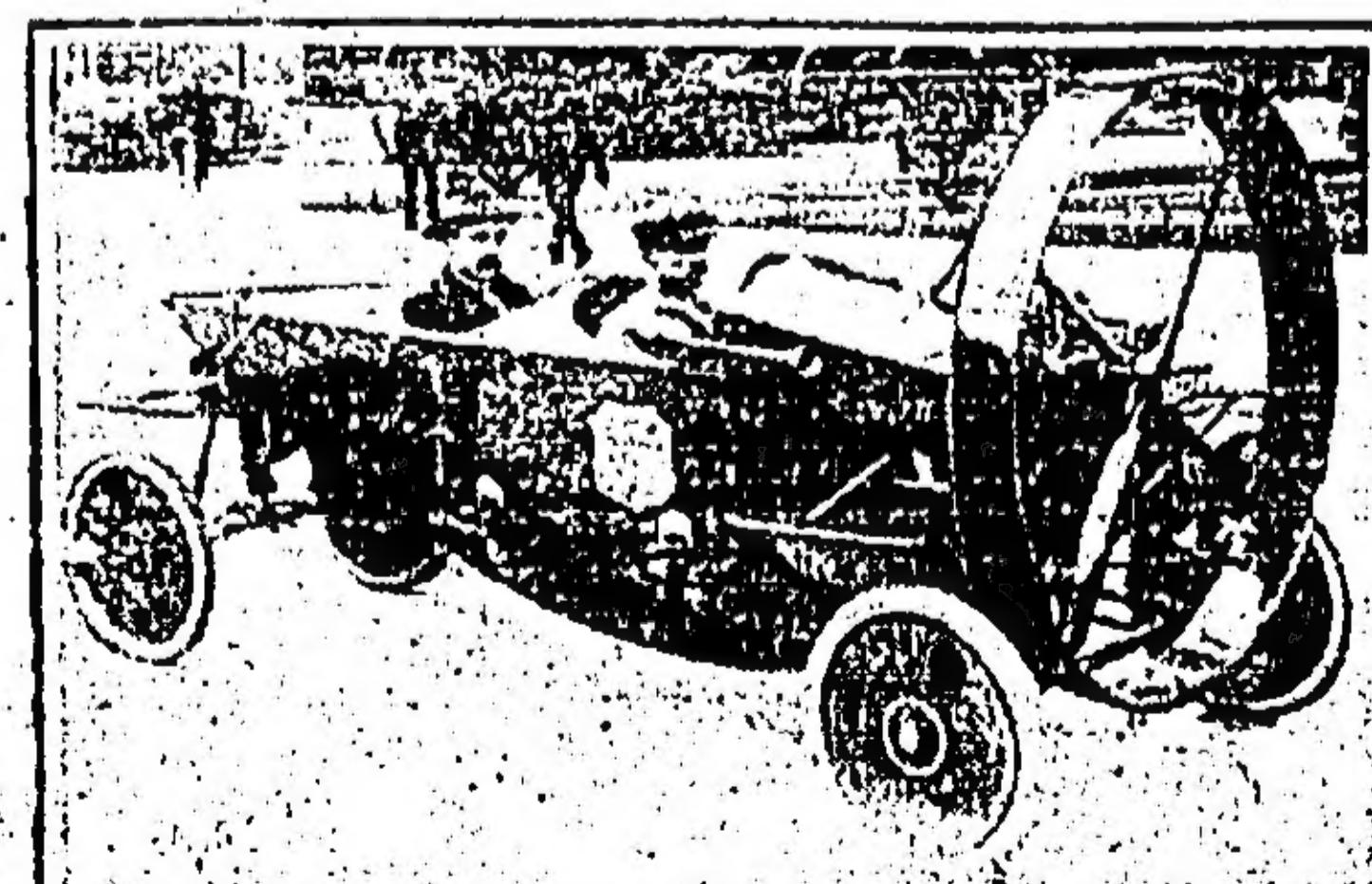
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HALF AUTO—HALF AIRPLANE.



When this new car gets started the occupants don't know for sure whether they're flying or riding. The latest in Paris speedsters, it carries a small airplane motor, built in a light chassis car and the propeller pulls the car along at terrific speed blowing up a whirlwind of dust and making a deafening noise.

THE DISABLED DRIVER.

WHAT HE CAN AND SHOULD DO.

Disabled drivers excite one's sympathy, more especially in view of the fact that many of them are physically impaired as a result of the war. But the subject remains a difficult one in present-day circumstances, says Capt. E. de Normanville, in the *Daily Chronicle*.

With what measure of physical disability is it safe to drive a motor-car? It is extraneous to my province to offer a definite reply to the query. But with all the sympathy in the world for such people it is necessary to urge caution.

The driving of a motor-car today demands all the attention of even the physically fit. It is not the actual driving of a car which accounts for the fact. It is from extraneous causes that the dangers nearly always arise.

There are the defects of the other drivers, and the defects of other road users, more particularly the thoughtlessness of pedestrians and children.

NATURE'S COMPENSATION.

Consequently, to the many would-be drivers who are disabled and their friends who inquire of the *Daily Chronicle* on their behalf, I would say that the first consideration must be the measure of the disability in relation to car driving, and secondly the area in which it is intended to drive.

I know a deal of drivers, one-armed drivers, and one-legged drivers who have driven for many years without accident or even serious incident. Nature has by no means now, as during the war aeroplane practice allowed for, the use of non-cylindrical cylinders so as to get the most possible power into the least possible space. Where a four, six or eight in line engine is used the overall length is reduced most appreciably by use of the oval cylinders. A single crank pin can operate a number of oval cylinders where the circular bodies would take up more room and need more driving force. Four-cylinder engines with two bearing crankshafts have often been produced, but not possible to get owing to the crankshaft length having a tendency to whip. Another advantage of oval cylinders is in valve layout. Where overhead valves are employed, it is possible to utilize valves of larger diameter without the necessity for increasing the size of the head or pocketing part of the diameter of the valves.

NEW CYLINDER DESIGN.

It is interesting to note that oval-shaped cylinders are employed in several of the late models of British manufacture with rather good success. The idea is by no means new, as during the war aeroplane practice allowed for the use of non-cylindrical cylinders so as to get the most possible power into the least possible space. Where a four, six or eight in line engine is used the overall length is reduced most appreciably by use of the oval cylinders. A single crank pin can operate a number of oval cylinders where the circular bodies would take up more room and need more driving force. Four-cylinder engines with two bearing crankshafts have often been produced, but not possible to get owing to the crankshaft length having a tendency to whip. Another advantage of oval cylinders is in valve layout. Where overhead valves are employed, it is possible to utilize valves of larger diameter without the necessity for increasing the size of the head or pocketing part of the diameter of the valves.

Leakage of compression past the gaps in the piston rings with consequent loss of power could not occur with oval pistons and rings. Like the four-wheel brake, the balloon tyre, the one-piece chassis, and other European engineering successes adopted by this country, look for the adoption of the oval cylinders for quantity production.

BEAUTY IN MODERN INVENTIONS.

There has always been in the minds of some the idea that the artist is a useless person, confined to canvas and paint, and that beauty is an unnecessary appendage, a mere decoration. Close investigation, however, of the facts reveals this to be a fallacy. For the most part the truly useful things are invariably the most beautiful even in the ordinary utensils of life, but when it comes to such marvellous modern creations as aeroplanes, motor cars and motor boats, with their wonderful internal combustion engines, such as the Napier Lion for aircraft, the Rolls-Royce for cars, and the equally famous Alfa-Craig marine motor made at Chiswick, London, by the Alfa-Craig Motor Co., Ltd., one realises to the full how closely allied are the true engineer and the artist. Are not their productions marvels of beauty? What more glorious sight is there than a graceful motor yacht speeding along its course or an aeroplane high up in the sky? The very engines which give them their driving power are as beautiful as

so long as the wheel is pulled down from the centre, the steering is not affected whilst the other hand is making a gear change or applying the brake lever. A car so equipped is being regularly and successfully driven in London traffic.

OBSERVATION.
The man who has never spent a cent on repairs belongs to the same club with the man who has never been sick a day in his life.

AUTO AS CIRCUS FREAK.
Such a curiosity in 1896 was the motor car that Barnum and Bailey's circus exhibited a "horseless carriage" among their curios.

Everybody has the right of way but you.

U.S. MOTOR LAWS.

THE NEED OF UNIFORMITY.

The need for fair and uniform legislation on the use and operation of motor vehicles throughout the United States, and an invitation for exchange of ideas on legislation between the National Motor Vehicle Conference committee and motor vehicle associations abroad were high points in the address of Mr. H. H. Rice, Chairman of the Legislative Committee of the National Automobile Chamber of Commerce, at the World Motor Transport Congress just held in Detroit. The Congress was attended by 140 delegates from 42 foreign countries.

Mr. Rice pointed out that up until 1904 there were practically no motor vehicle laws in the United States and that since that time laws had been passed by the legislatures of every state in the Union, covering both their taxation and operation. In the matter of registration or license fees alone, he pointed out, there is so much lack of uniformity that the fee on a five-ton truck, for example, varies from \$40 in one state to \$300 in another. He saw the same need for uniformity in laws affecting the operation, particularly those relating to size, weight and speed and traffic regulation. "At the present time," states Mr. Rice, "there is so great a diversity in those laws that a driver going from one state to another, or even from one city to another in the same state, may be confronted with an entirely different set of traffic regulations. The condition makes it necessary for the driver to familiarize himself with the rules of all the different states, and municipalities as well, if he wants the assurance that he is driving properly."

"It is hoped that public opinion, moulded by experience in inter-state travel, will do much in the next few years to bring about great uniformity of laws. The programme which has been approved by the motor vehicles conference committee and which is rapidly gaining popular support includes a basis for uniform taxation and provision for the use of the proceeds in the administration of governmental automotive departments and in the maintenance of improved highways. It also includes provisions for uniformity in the regulation of size, weight and speed, the use of common curfews, traffic rules and regulations, and strong recommendation for the universal adoption of certificate-of-title or anti-theft laws.

A NEW DEVELOPMENT.

With those qualifications I now bring to your notice an arrangement of controls which goes beyond the normal in that it is designed for the benefit of the unfortunate who has lost both legs.

It is supplied by Messrs. G. W. K., Ltd., and will be fitted to their standard model cars without addition to the catalogue prices.

Briefly, the arrangement consists of a pivoted steering column so connected to clutch and brakes that slight downward pressure on the wheel from the engine and further pressure applies the brakes. The footboard is, of course, devoid of pedals, the throttle being controlled by a handily-placed lever below the wheel.

So long as the wheel is pulled down from the centre, the steering is not affected whilst the other hand is making a gear change or applying the brake lever. A car so equipped is being regularly and successfully driven in London traffic.

A problem of Euclid—is beautiful as the idea that first grew up in the minds of the men, two artists, whose inventive genius brought them to their final perfection.

OBSERVATION.
The man who has never spent a cent on repairs belongs to the same club with the man who has never been sick a day in his life.

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Such a curiosity in 1896 was the motor car that Barnum and Bailey's circus exhibited a "horseless carriage" among their curios.

Everybody has the right of way but you.

A RUBBER STREET.



Rubber paving blocks, are being tried out in Boston streets. They are said to take the noise out of traffic and to wear better than many paving materials. Mr. John A. Rourke, a Boston city official, is shown laying the first blocks.

Boston, May 24.—The first concrete road foundations. The blocks are laid in hot rubberized cement, uniting the blocks together and to the foundation, making a water-tight roadway over the street or bridge foundations.

The speed and accuracy with which this rubber pavement can be laid was exemplified by a crew of four bridge mechanics, a cement paver, cement layer, paving block placer, and a spiker who laid the first hundred at the rate of sixty square feet per hour.

The first section of rubber pavement consists of blocks six by twelve inches and one inch thick. The great difficulty in the way of success of rubber block pavement heretofore has been the inability to keep the blocks down, and to prevent them from creeping. Cementing to the foundation would not accomplish the result. It is now being constructed with two semi-circular flaps on one side and one flap on one end of the base of the block, which fit into corresponding recesses in the base of the adjoining block.

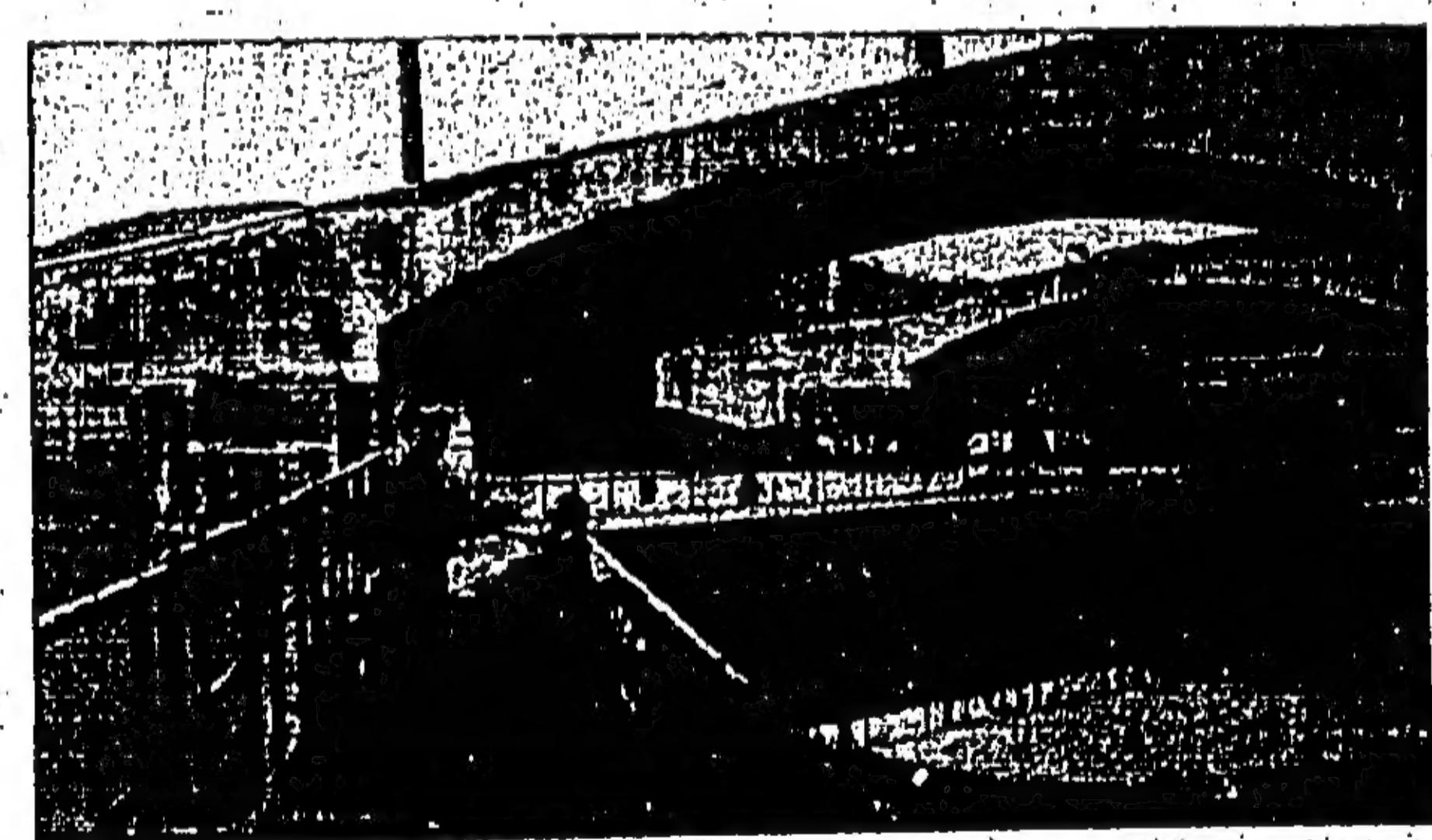
Drive spikes are driven through holes in the flaps into the bridge flooring or into the special device used for

the base of the adjoining block.

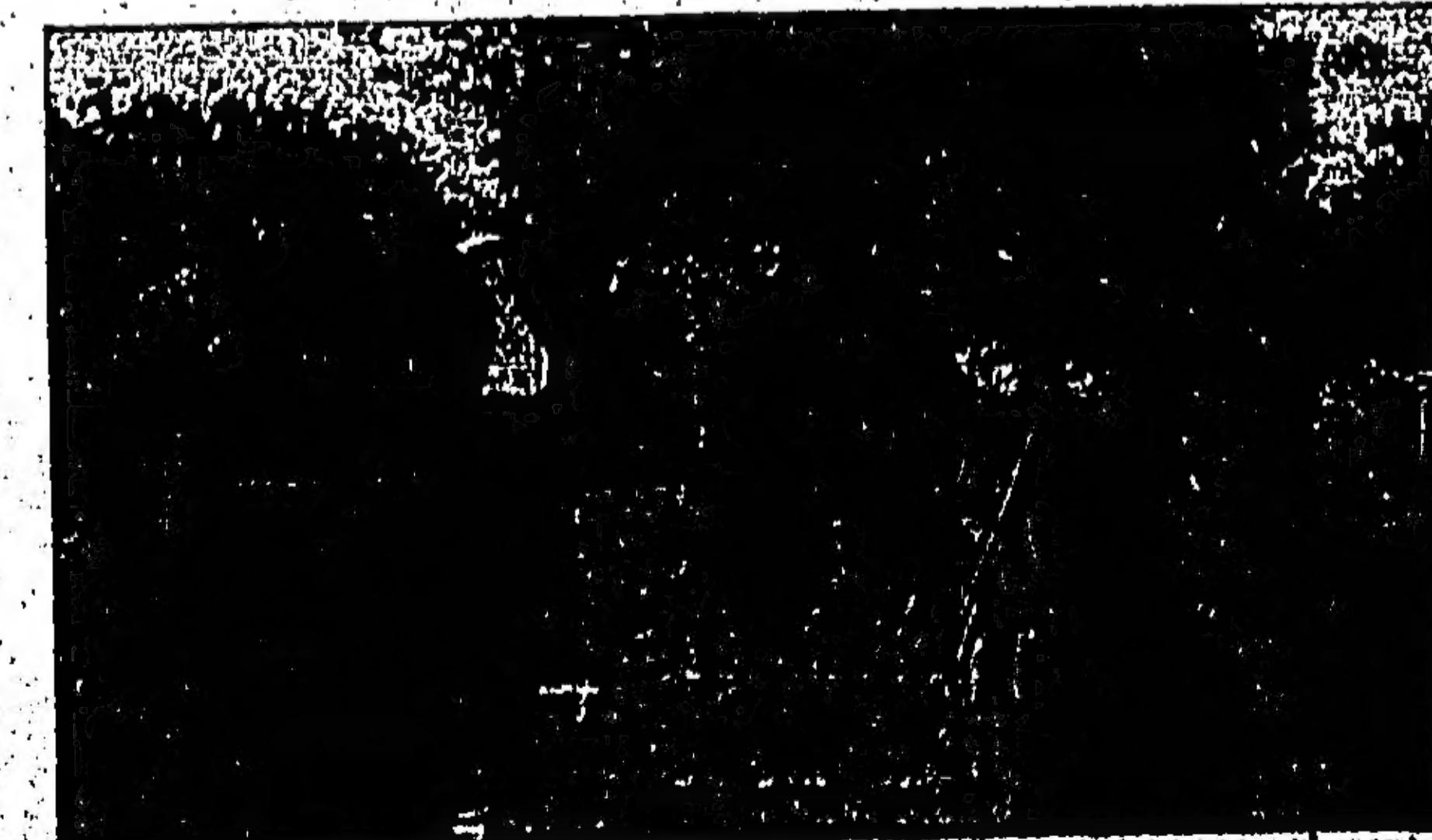
As the horses and vehicles pass over the rubber paved section the lack of noise is at once noticed, thus showing the desirability of this class of pavement for streets around hospitals, particular residences and high-class office buildings.

THE POPULAR HARLEY DAVIDSON.

Typical Photographs from America.



This shows an Harley Davidson enthusiast on one of the lock gates of the Panama Canal.



Helping themselves in an orange orchard in California. Driver, passenger and baby appear to be enjoying themselves.



Matchless Quality At Moderate Price

This is the reason for the universal demand for Firestone Cord Tyres.

They are scientifically right in every detail—from the many plies of gum-dipped cord, which form the strong, pliant body, to the enduring, road-gripping tread.

They satisfy the buyer who wants technical reasons for mileage and are equally logical equipment for him who requires only that his tyres bear public endorsement and an enviable name.

Most Miles per Dollar

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[A full range of Motor Car & Motor Cycle Tyres & Tubes carried at each of the above addresses]

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We renew battery separators.
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We have a large stock of spare parts for Columbia Batteries.



STARTING, LIGHTING,
IGNITION
famous for
the service
they render

HINTS ON WASHING YOUR CAR.

HOW CARE SHOULD BE EXERCISED.

Upon returning from a trip in the country where mud accidentally was splashed on your car, make it a point to remove the mud—immediately—as there is a possibility of streaking or spotting the finish.

The easiest way to remove mud is to use just enough water to soak it off. Do not rub it or use a stream of water under pressure—a hose with the nozzle removed is the best.

Do not allow soapy water or soap to remain on the painted surfaces. After the car has been washed thoroughly dry it without delay with a clean chamois, but under no circumstances should the same sponge or chamois be used on the body which was used for the running gear. Invariably a certain amount of grit remains in either a sponge or chamois and consequently will scratch the high finish of the body.

Rubbing of sponges and chamois should be done in straight lines rather than in circles. To prevent water drying and spotting it is a good practice to clean one side at a time. Avoid applying chamois and especially the sponge with great pressure. And remember do not rub after the surface is dry.

With road building programmes in progress everywhere there is a probability of your getting tar on your car, splashed up from the wheels. Should this be your experience at any time an effective method of removing tar is to dip a piece of coarse cloth in crude oil and apply, allowing it to remain on for a few moments. After wiping the crude oil off, if any tar remains, repeat the process.

As a last thought, do not make it a practice to wash your car too often; excess washing dulls the finish of a highly polished car. Many car owners who are proud of their cars make this mistake whereas a word of warning will insure longer life to the car's finish.

The route of the skidding car is always a fresh trail into the unknown.

THE DRAGON MOTOR CAR CO., LTD.

Export and Constant European Supervision.

Telephone Central 3950.....A. J. Allison, Service Manager.

Among numerous exhibitors of smaller numbers of machines, the P. and P. are interesting by reason of their duplex cradle frame, detachable rear wheels, and other features. The 349 h.p. model with three-speed gear and all-chain drive sells at £52.10.0., while those who are attracted by high power and speed capabilities will be interested in the 976 h.p. super-sports model, a feature of which is its large ground clearance.

An old mechanic says: "I've seen some folks shot a lot of oil around the oil plug for a generator bearing, imaginin' that it would work its way in. What it did, in most cases, was to work its way down and out, perhaps never touching the part it was intended to lubricate. When you're oilin' the car don't water the oil by puttin' it where it's goin' to run off and encourage a repair bill. Let gravity do your work. It's what they call science, but it's sense, anyway."

A FORD VESSEL.

A NEW MOTOR SHIP.

Detroit, April 26.—Here in the heart of the Ford industries another step was taken today to link these great manufacturing plants more closely and securely with the sources of raw materials, when the Ford Motor Company's second steel freighter, the Benson Ford, was launched at the shipyards of the Great Lakes Engineering Works.

The ship, which is named after Henry Ford's grandson, Benson, second son of Edsel B. Ford, was launched at 11:30 A. M.

The new vessel will go into service about July 15th, joining the Henry Ford II, which was launched several months ago, and will carry iron ore from the Ford mines in northern Michigan to the great blast furnaces at the River Rouge plant of the company here. On trips from Detroit the boats will carry Ford coal to the upper peninsula of Michigan.

The Benson Ford, which will be one of the largest lake freighters, is of standard type lake bulk freight steamer design, 612 feet over all, with a 62-foot beam, and a cargo carrying capacity of 13,000 tons. It will carry a crew of approximately forty men.

Like the Henry Ford II, it is a motor ship, operated by a Diesel engine of the Sun-Doxford two-cycle type which will develop 3,000 horse-power. Tanks with a capacity of 300 tons will carry fuel oil for the operation of the main engine and the auxiliary Diesel motors which will drive the electric generators to provide electric current for the operation of the many pumps and auxiliaries.

The fresh water supply for the cabin is carried in two tanks with a total capacity of 20,000 gallons. This water supply before going to the rooms is all filtered and purified. The usual practice on vessels is to supply distilled water for drinking purposes only and furnish raw water for all other purposes. In this case, however, all water will be purified so that there will be no water on the ship which is not perfectly safe to drink.

All living rooms will be heated by electricity, and all cooking done on electric ranges. In fact, the electrical equipment throughout the vessel will be complete in every detail.

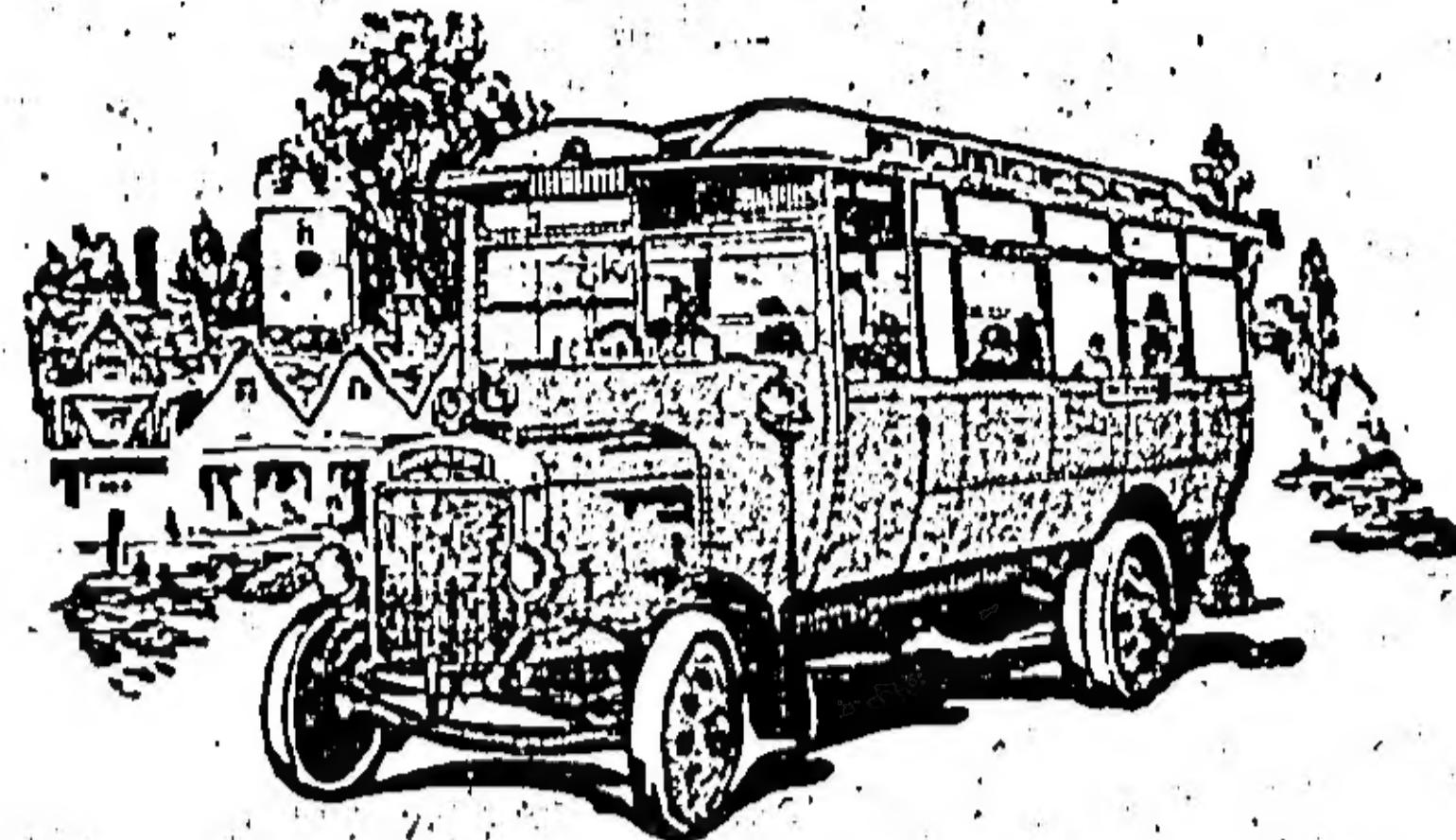
All auxiliary machinery such as pumps, anchor windlass, mooring winches, winches for opening and closing the hatches will be electrically driven.

Main whistles mounted on the stack will be electrically operated and in this connection there will be installed on the forecastle of the vessel an illuminated letter "F" which will flash in unison with the operation of the main whistles. The name "Ford" written in script, mounted on each side of the stack, will be artificially illuminated.

The navigating equipment will be the most complete of any ship on the Great Lakes. In addition to the usual outfit of magnetic compasses, deep sea sounding machine and patent log, the ship

TRUCKS
FOR HAULAGE
FROM—
2 TO 6 TONS

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COMMERCIAL VEHICLES
A TYPE FOR EVERY REQUIREMENT
For Passengers or Merchandise



BUSES
SPECIALY
DESIGNED
FOR THE
COLONY.

SPARE PARTS
CARRIED
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BRITISH BUS FOR BRITISH COLONY

SERVICE and ECONOMY

SPECIFICATION and PRICES

HONGKONG HOTEL GARAGE

THE HONGKONG & SHANGHAI HOTELS LTD.



BARGAINS
in
USED CARS

Many people have the habit of getting a new car every year, no matter how good the old car may be. It is a good habit. Good for us because it helps the sale of new cars and puts some extra good used cars at our disposal. And that is what makes it good for you.

Prices on application covering following makes of cars:

Cadillac; Dodge; Essex; Hudson; Locomobile; Marmon; Singer; Willys-Knight; Winton-Six; AND one practically new FIVE-PASSENGER CLEVE-

LAND SPORT MODEL.

Remember A Used Car is only as good as the firm with which you deal.

The DRAGON MOTOR CAR CO., Ltd.

Registered Head Office & Show Room.

Wong Nei Chung Road (Happy Valley). Call Central 3950.

will be equipped with one main Gyro compass, with five repeaters, a continuous recording log, a continuous sounding machine, an submarine signal device, radio direction finder and draft indicator.

ROADS TO NOWHERE.

BY BERTON BRALEY.

Sometimes I grow weary of pavement,
Of roads that are built of cement,
Which hold you in ordered enslavement
At least to a certain extent;

Where driving's a guarded progression,

With motor-cops always on hand,

Where all the cars move in procession,

And all that you need is a band.

I like to get off of the highway

And drive over roads that are strange,

Explore some unrequested byway,

Unmapped and unmarked, for a change;

Away from the sign-boards and traffic,

Away from the smell of the gas,

Where there is peace most soporific.

And nobody's honking to pass!

The roads may be crooked and narrow,

And muddy or rocky indeed,

The sort that is certain to harrow

The soul of the man who wants speed;

It's all in the way that you view them,

I don't growl bad roads with acclamation,

And yet I find wandering through them

Adds zest to the motoring game.

May broad concrete roads be extended

All over the nation, until

Our main traffic highways are splendid

And smoother than marble—but still

I shrink with a kind of dismay from

The thought—and it certainly jars

Of days when one can't get away from

The endless procession of cars!

SHELL
the aromatic
non-pinking
spirit

MEETS every need of the
motorist—quick "pick
up," maximum mileage, domi-
nant power, utmost speed—
plus real economy. SHELL
gives you everything.

The Asiatic Petroleum Co. (South China) Ltd.



"Even better than my former Essex"

Advantages of both Hudson and the former Essex are combined in the new Essex Coach.

And with finer body and a 6 cylinder motor, built on Hudson patents, its cost is much less than Essex closed car comforts ever sold for.

It continues the famous Essex qualities of performance, economy and reliability.

Steering is like guiding a bicycle. Gear shift easily. Care of the car calls for little more than keeping it lubricated. Its economy includes not only exceptional gas, oil, and tire mileage, but a policy of minimum maintenance cost with parts prices that will astonish you.

5-passenger Touring \$2,375
5-passenger Coach \$2,800

THE DRAGON MOTOR CAR CO., LTD.
Latest Models on View at our Show Room & Service Station. Come and See Them
Wong Nai Chung Road, Happy Valley. Telephone Central 3950

The Famous "GARNER" British-built truck-chassis and passenger-bus.

The S.S. "Telamon" arriving on the 6th. July, will bring us a consignment of 2 of the famous British-built "GARNER" 2-ton truck-chassis, equipped with pneumatic tyres,

and

The S.S. "Glensheil" arriving on the 24th. July, will also bring one 24-passenger British-built Bus. English pattern, complete with body and also equipped with pneumatic tyres.

Before buying see us about the famous "GARNER" truck-chassis and buses.

SOLE AGENTS:

HONGKONG & KOWLOON TAXICAB CO., LTD.

26, Queen's Road Central.
Telephone No. 1036.

Indian MOTOR CYCLES.

Delivery from stock.
Catalogue & demonstration
from Sole Agents
ALEX. ROSS & CO. (China) Ltd.
Bank of China Bldg. Hongkong
Telephone 27 or 2487.

A MONSTER TYRE.

The largest known tyre in the world, measuring 64 x 14 in., is being designed at the Air Service Engineering Division, McCook Field, Dayton, Ohio.

The experimental casing is of the straight side type, and because of its size has necessitated the design of a special wheel upon which to fit it. The estimated weight of the tyre and wheel assembly is about 300 lb., and the normal load is approximately

20,000 lb., with an inflation pressure of 75 lb. in the tyre.

The estimated breaking load of the wheel is 60,000 lb. The largest American tyre heretofore built was 54 x 12 in. and is at present used on the Barling Bomber.

A wise driver considers his brakes of chief importance before he starts off for the day, and then forgets them. Vice versa for the average.

FUTURE OF MOTRING.

LIMITS HARDLY CONCEIVABLE.

The Man-in-the-Street fondly entertains the idea that theory necessarily precedes practice in the development of any branch of engineering, including the evolution of automobilism, though he may not be aware that the late Lord Kelvin expressed a firm conviction to Mr. Roger Wallace, when the latter was chairman of the Royal Aero Club, that flying with power was impossible. That great scientist momentarily, forgetting that fact must provide theory, had worked it out to his own satisfaction by mathematics, overlooking the point that theory is just as much, and no more, to engineering practice than grammar is to the speech of the people, and never imagining a Napier "Lion" engine engaged in taking three Britishers air round the world in 1924. The people speak as they choose. After they have elected to use certain words in certain connections and forms of speech for a decade or two, the grammarians accept those words and phrasings which, hitherto, they have objected to as bad grammar, making them recognised English. Hence the need perpetually to bring out new dictionaries and, incidentally, the necessity to supplement the great New Oxford Dictionary by at least two volumes, as is well known, before the latter, Z has gone to press, has been issued to the public. So it is in regard to the evolution of the science of engineering. Each decade in scientific history has witnessed the re-writing of fundamental principles. Each process of this kind has brought science in each of its branches closer to a common elementary science. Twenty years ago seemingly organic and inorganic chemistry were widely separated and specialised fields of knowledge. The atomic theory was wrecked on the rocks of ionisation, and, in turn, this theory had to give way to the electronic theory, which is equally applicable to both fields, so that chemistry is rapidly becoming but a single division of the study of the laws of energy and material. And incidentally motor-cars are being made better and marketed cheaper, than ever before; yet we are merely at the beginning of that process.

KETTERINGISMS—AND THE MASTER KEY.

On this fascinating subject Mr. C. F. Kettering, the practical scientific engineer, who in head and shoulders above anybody devoting his brains and time to the service of the American automobile industry, and who has certainly no counterpart type in European automobile engineering practice, being the man who, incidentally, gave the world the first practicable electrical engine starter and the present head of General Motors Research Corporation, has been saying some things very much to the point, and in very characteristic phrasing, in the course of addressing members of the Society of Automobile Engineers of America, by way of stressing the fact that further knowledge of fundamental laws is needed. "Things are labelled 'scientific' when a man desires to talk over the heads of his listeners and 'technical' when he does not understand the matter himself," said Mr. Kettering, who, incidentally, directed the chemical researches which have revolutionised the petrol fuel problem in America by causing a non-detonating dope, styled Ethyl gas, to be marketed through the ordinary petrol distributing channels. "Engineering is a combination of brains and material—the more the brains, the less the material. Engineering must partake as much of economic horse-sense as it does of scientific principles. The fundamental laws of all sciences pertaining to matter are identical and are capable of universal use. Engineering is constantly stumbling over specialised types of nomenclature. The laws of all branches of science can be condensed into a twenty-five-page handbook. No branch of science is complete in itself and cannot be until all forms of energy are utilised to the utmost.

Paige-Detroit Motor Car Company set another record for sales during the month of March by shipping 5,683 Paiges and Jewette according to figures just announced by the factory. Mayhew figures compare with 5,589 shipped in February, 5,451 in January and 4,759 in March of last year, according to the sales records of the company.

TO MOTORISTS GOING HOME.

SOME VALUABLE HINTS.

We have received from a London correspondent the following information, which will be of great utility to any of our readers who may be visiting Great Britain this summer, either on account of the British Empire Exhibition or merely as tourists.

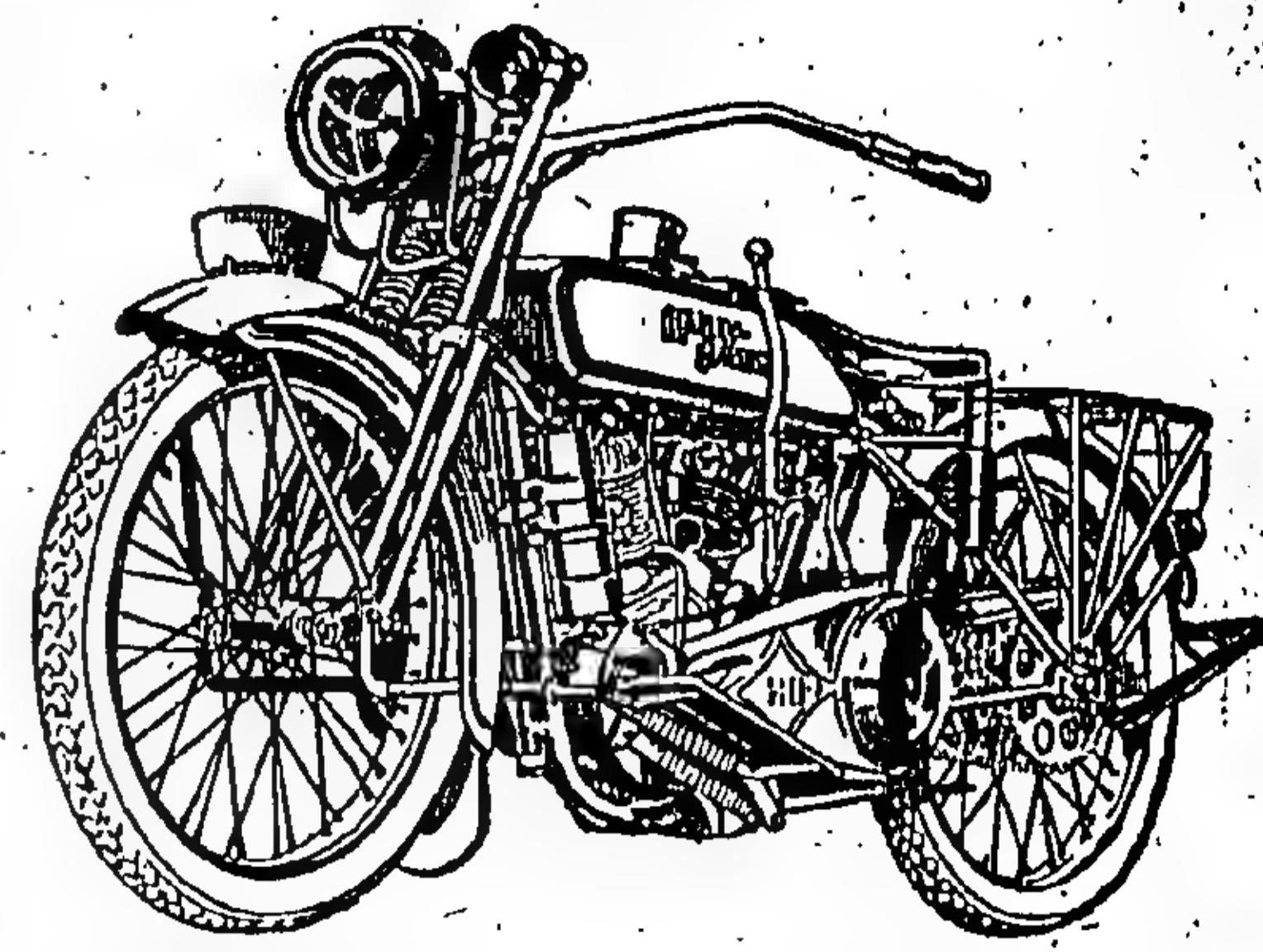
A few days ago I received a letter from a friend who is an official of an overseas automobile club, asking for advice in the interests of many of his members who proposed visiting Great Britain this year. The points with regard to which he wanted information seem to me to be such as to be widely applicable being substantially as follows:

"First comes the question of touring. Can the visiting motorist to Great Britain expect to find plenty of facilities for repair and general assistance in the event of trouble wherever he may be? The answer is undoubtedly in the affirmative. Scattered throughout the country are an enormous number of competent repairers carrying sufficient stocks and being sufficiently export in mobility to do all that the motorist is likely to require of them. In addition, nearly all the principal routes are regularly patrolled by the uniformed officials of the Automobile Association. The A.A. system provides for giving assistance to motorists both by day and by night. Skilled mechanics employed by the Association are equipped with motor bicycles and sidecars in which the necessary implements are carried, so that even at the worst the visiting motorist has very seldom to wait long before export assistance is available to get him home.

"The next query was with regard to the purchase and hire of cars, new or second-hand, and the advice which I gave in response was substantially as follows: It is a risky business for any one but an export engineer to buy a second-hand car from a stranger; that is to say, one who is known neither personally nor by repute. There are plenty of places from which good cars can be hired with drivers, and a fair number of firms will hire out cars without drivers. If however, the visitor intends to stay for more than a few days, hiring is apt to become a costly matter, and probably his best course is to buy a new or slightly used vehicle when he first arrives and to sell it back again when he leaves; unless by that time he has become so attached to it that he decides to take it home. Here again, care must obviously be exercised. There can be no exact undertaking as to the price which the original seller will pay when he repurchases a car. Everything must depend on the use that has been made of it, and the way in which it has been treated. The best plan is to go to some firm of really good repute which does a big business of this kind. For example, one is perfectly safe in the hands of a concern like Shaw and Kilburn, Ltd., whose main premises are at 112, Wardour Street, which is well in the centre of the theatre and hotel land of London. Those people will not only sell you a car, but will house it, and keep it in perfect condition throughout your stay. Their garage has room for over 400 cars, and their machine shops are perfectly equipped. A subsidiary garage in the West End accommodates seventy-two cars and provides sleeping apartments for chauffeurs. The price paid for repurchase at the termination of the visit is an absolutely honest one, and, in the meanwhile, the motorist has had the benefit of absolutely first-class service in every respect.

"Those who wish to buy and who deal with a firm like Shaw and Kilburn do not merely purchase a car. They can get it thoroughly equipped, well garaged, and kept in perfect condition. They can, if desired, be trained to become expert drivers of the particular make of car purchased, and to conduct all ordinary roadside adjustments for themselves. When their visit terminates, they will have no bother in respect of taking the car back to their own country. Everything will be arranged for them with the minimum of trouble, and they can get all the information they need as to the firms in their own country best qualified to continue to render service for the particular car purchased when they reach home."

HARLEY DAVIDSON

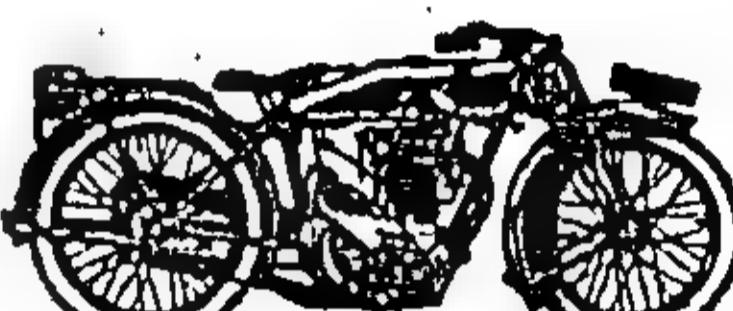


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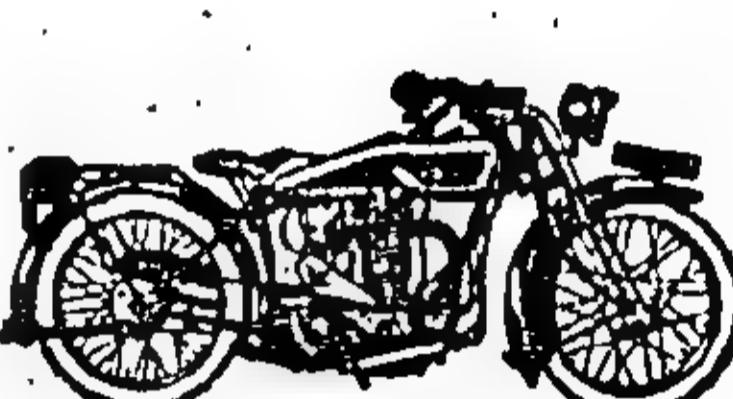
MATCHLESS

IN NAME AND REPUTATION

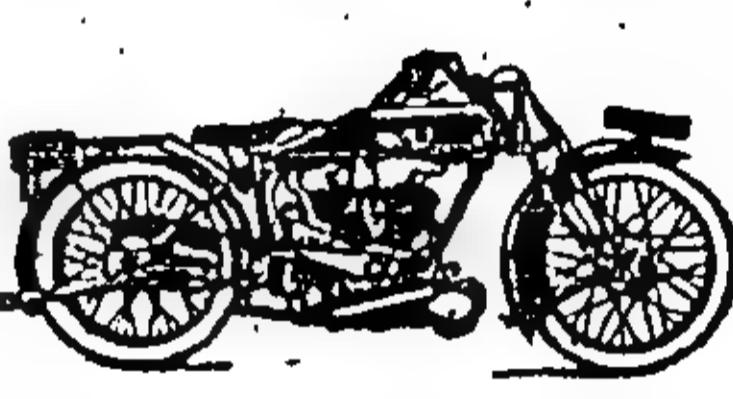
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3 1/2 h.p. High efficiency side valve engine



5 h.p. Low compression o.h.v. Single cylinder engine



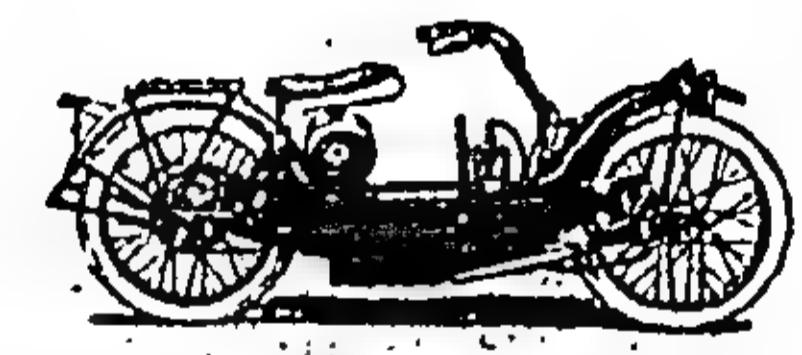
8 h.p. J.A.P. latest type touring side valve 50" V twin touring engine.

All the above electrically equipped and complete with full kit of tools.

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THE LATEST MODEL.

AN A.I. PERFECT MACHINE.

IT was "Series 3" Neracars that won 1st, 2nd, 3rd, and team prizes in the National SIX DAYS Trial; that won the run from Reading to Pittsburgh and return; Pennsylvania State Championship, and won the Pennsylvania State 24 Hour Endurance Trials and the Reliability and Endurance Tests in Holland and Italy. All mountainous routes.

A dandy, little machine, capable of BIG PERFORMANCE. Keeps rider clean. Simple, easy to handle. 200 miles for \$1.00 of fuel. Ride all seasons, any weather.

FREE DEMONSTRATION—SOLD ON EASY TERMS.

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Sole Distributors for South China.

[Tel. No. 0.1504.]

China Building, 7th Floor.

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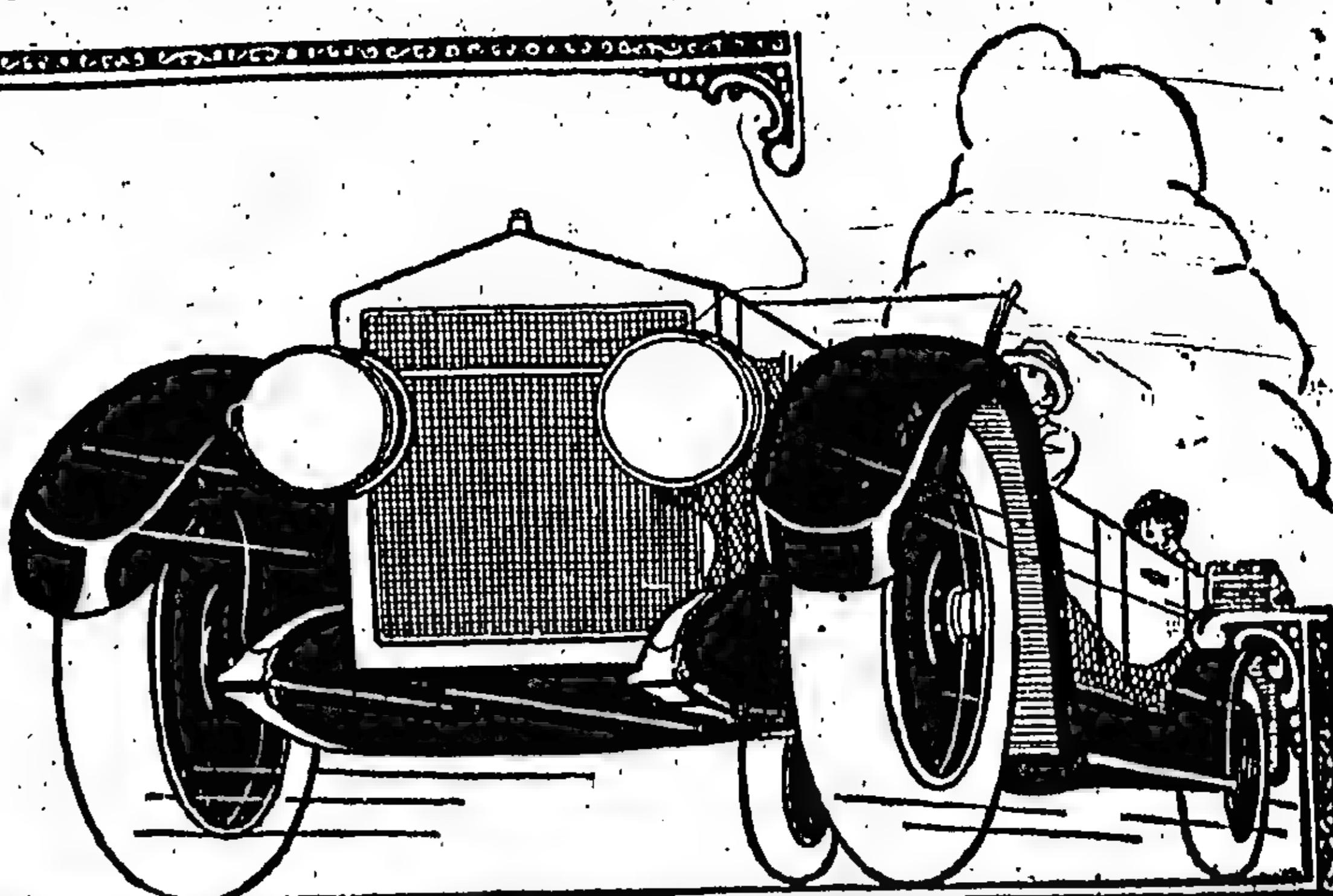
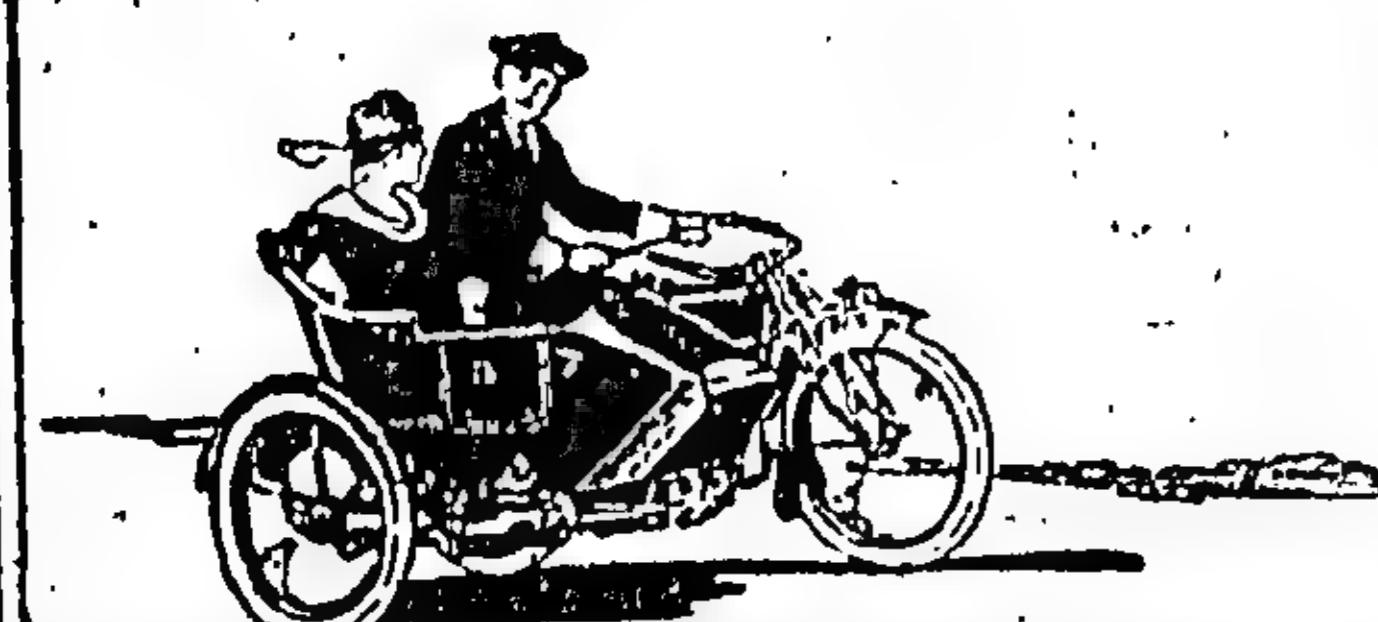
Firms desiring to avail themselves of the publicity facilities presented through this supplement, are requested to send copy not later than the Wednesday preceding publication.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.

SATURDAY, the 5th. July, 1921

Being the Official Organ of the Hongkong Automobile Association.



LOCAL MOTOR NOTES & NEWS

Local motorists are busy just now getting their cars newly registered and their driving licences renewed, whilst the Traffic Department is kept extremely busy fulfilling all the requirements of the new traffic regulations. So far as the regulations are concerned, they contain many improvements on the old regulations and will tend for the betterment of motoring all round. Provisions such as those which call for the medical examination of drivers (especially drivers of public vehicles), the inspection of public vehicles as to fitness, and the differing registration fees according to the weight of vehicles and their tyre equipment are good, and will, we think, meet with the general approval of all those who have the best interests of motoring at heart.

With regard to the powers of the Captain Superintendent of Police to cancel or suspend any driver's licence for breach or disregard of the regulations or of the conditions of his licence, right of appeal to the Governor-in-Council has been given to any aggrieved person. We cannot help but think that although the right of appeal does in some measure give protection to drivers against what might prove to be the autocratic action of a police official, it would have been far better if the appeal tribunal had been made a public court of justice instead of a tribunal which meets behind closed doors. A police magistrate would, we think, have been the proper person to assess whether, by reason of past record, a driver is or is not fitted to hold a licence.

Regulation No. 30 reads: "If a vehicle comes into collision with any vehicle, person, animal, or thing, the driver shall stop the vehicle and shall as soon as he reasonably can, make a report at the nearest police station of any injury to any person, animal, vehicle or thing caused by such collision. He shall when called upon produce his driver's licence and give to any aggrieved party his name and address, and also the name and address of the owner of the vehicle." Whilst one only agrees that it is necessary to insist on vehicles stopping in the case of a collision with a person, whether serious or otherwise, one wonders whether this regulation is going to be enforced in all its severity regarding any and every collision with animal or thing. There are dozens of minor collisions with dogs, for instance, that would be sheerly ridiculous to report. This is a regulation whose reasonable discretion must be allowed to drivers, but it is to be hoped that drivers will not hesitate to stop and report anything of sufficient merit or interest.

Under these new regulations police officers are given quite a lot of powers. They have the right to see that no public hire vehicle is carrying more passengers than for which it is licensed. European officers have the right to stop any public vehicle, for the purpose of ascertaining its condition, and they may even order a laden motor vehicle to be driven to any weighing machine for the purpose

of ascertaining the weight of the vehicle and load. The hope of motorists will doubtless be that these powers will be exercised, for it will only be by the diligent (though we hope, sympathetic) action of the police that some of the present evils of the road will be eliminated.

Reviewing the special supplement of the *London Times* devoted to the British Empire Exhibition, in those notes last week, the writer laid emphasis on the fact that very few British manufacturers appear to appreciate the need for live agents overseas, although invariably stress is laid upon the point that special Colonial models are built. Although this assertion is unfortunately only too well founded, the well known Austin car was included in the category of some of the unrepresented cars. This was, of course, in error, it being generally known through frequent advertising that the local interest of the Austin factory is in the capable hands of Messrs. Alex. Ross & Co.

Messrs. Alex. Ross inform us that they will shortly be receiving a demonstration model of the latest Austin 7 h.p. runabout—a sturdy little car which has received much praise at the present exhibition at Wembley. There is undoubtedly a big scope for small cars in Hongkong, and the extremely low price combined with excellence of performance should make the "Austin 7" a strong favourite here.

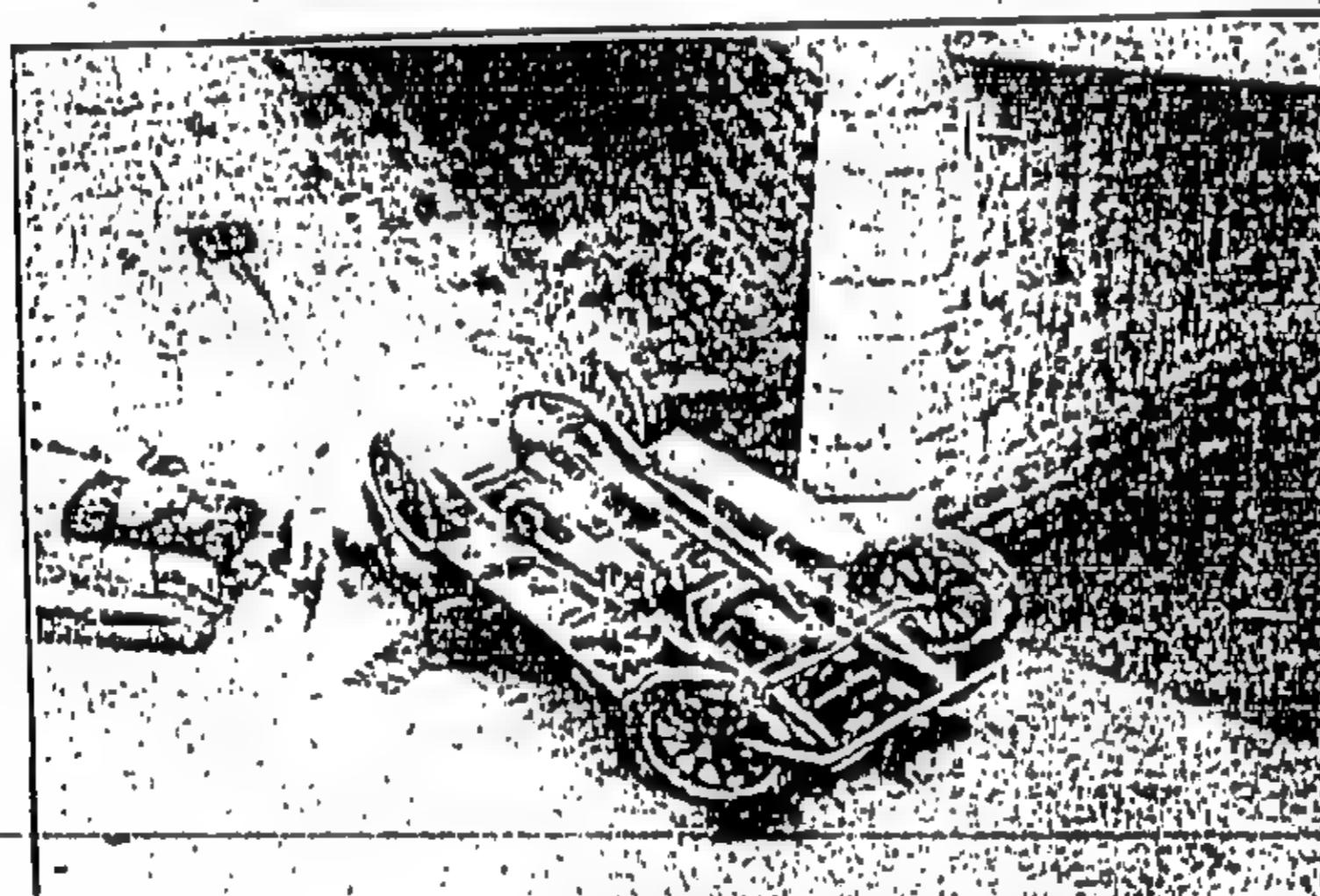
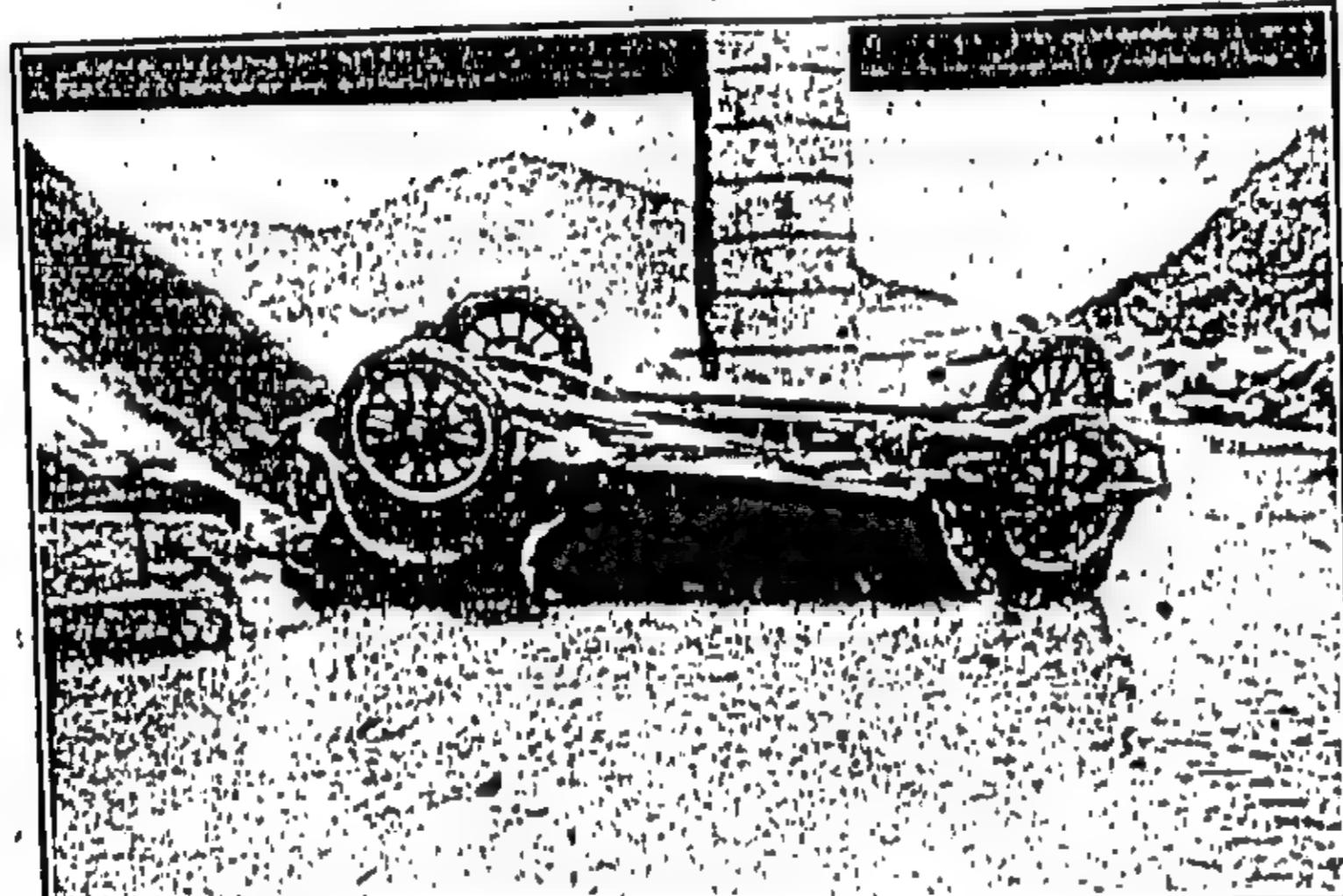
With regard to last Sunday's fatal motor smash at Deep Water Bay, the smashed car of which is pictured on this page, it has been pointed out that if Abordene Police Station had been on the public telephone assistance to the injured could have been much more quickly procured. In its editorial column on Thursday, the *Telegraph* commented on the need for our "out" police stations to be put on the public telephone service; an opinion with which motorists generally will agree. Our motor roads are being used to such an extent and the likelihood of needing assistance other than police is becoming so frequent that the Government ought seriously to consider whether the time has not come to link up all police stations with the public call system. The police themselves would gain a great advantage and be put into direct communication with all residents within the areas of the various stations. The matter is an important one and well worthy of serious consideration.

Motorists contemplating a tour in France are reminded by the Royal Automobile Club of England that it is violation of the regulations to bring away from that country any money in excess of 5,000 francs; and if, when the tour is drawing to a close more than this sum of money is in possession of the motorist he should pay the surplus into a French bank, which will then issue a check on London or New York as preferred for the equivalent in the money of either country.

The right time to apply the brakes is just before you have to.

SUNDAY'S FATAL CRASH.

Car Plunges Over Bridge.



As has already been reported, an Oldsmobile car, being driven by a Chinese, plunged over the bridge at Deep Water Bay on Sunday night, killing one and injuring several other occupants. The above pictures (by Ming Yuen) show the car, wheels uppermost, as it lay in the bed of the stream on Monday.

CAR CASUALTIES.

WHICH PARTS ARE LEAST RELIABLE.

Only or comparatively rare occasions does the modern motor-car go on strike. But in so large a fold, there are naturally some "black sheep"—and it is interesting to study the analysis of their gambols when they do go on strike, says a writer at Home.

We can do this with the aid of some figures kindly supplied to me by the R. A. C.—figures collated from the past year's experience in operating their "Get You Home" service.

During the twelve months they had to deal with some thousands of cases, so motor-cars do still break down, whatever 1 or the manufacturers may say, to the contrary.

For the sake of simplicity, we will divide these cases of "on panno" into seven sections and give the catastrophes in percentages. But first of all let's have a new paragraph.

WHAT WENT WRONG.

These seven subheadings are as follows: (1) the power unit accessories; (2) the engine itself; (3) the transmission and brakes; (4) the front axle and steering; (5) the road wheels and suspension; (6) lighting set failures; and (7) accidents.

We find that section 1 was responsible for about 22 per cent. of the total failures subdivided as to 18.4 per cent. laid to the door (or cover) of the magneto, and only 3.4 to the carburetor. So

the magneto is still a bad lad and prone to take the wrong turning, whilst the carburetor is entitled to gas on its reliability.

And what of the engine proper? All its various failings amount to about the same as those of the mag. and the carb.—to be precise; a shade more; and to be exact 22.8 per cent. Amongst these sins of omission and commission we find lubrication systems first, with the pistons and cylinders second—just a short sparkling plug behind.

RELATIVE RELIABILITY.

The first prize for engine unit reliability goes to the valve mechanism with its various actuators, as, all, in they only account for 9 per cent. of the total failures. Bravo Valves, may you never stem your success!

In the next group we find back axleshafts the worst offenders, with the total at the unlucky figure of 13 per cent. I do not know why so many back axleshafts should break: their reliability is all torque.

On the other hand the differential has proved itself remarkably reliable as also does the final drive; and the brake mechanism, with only 1.4 per cent. of failures, didn't break too much.

But the most extraordinary thing about these car failings is that the percentages are much the same year after year. Why?

If it were not for an unhappy fear of the Editor's Blue Pencil, I would write you "Psychological Symposium on the Psycho-Phases and Physical Phenomena of Car Casualties."

THE MORRIS CAR.

A ROMANCE OF INDUSTRY.

The history of the Morris Motor Co. is one of the most remarkable of any firm in England. Mr. Morris was apprenticed originally to the cycle trade, when he was barely sixteen years of age. A clever mechanic, he soon established a prosperous little business, and built what was known as the Morris bicycle. The machine quickly gained the approval of the public, and he soon moved to larger premises in Holywell, Oxford. It was here that he began to build a Morris motor cycle, and his first engine he built himself, being of the opinion that if he was to know all about the motor industry, he would have to know how to make every single part.

He early took an interest in the building of cars, he worked long hours, and after a time built a car from his own designs, which had cost him a vast amount of thought, experiment and work. Starting in a small way, he sold a full year's output before a single car was built, this being entirely the result of the reputation he had built up in the soundness of his design. His first year's output, which was in 1913, was roughly 400 cars.

During the war the Ministry of Munitions took over the premises at Cowley, and Mr. Morris was installed as controller. Very important work was done in war material, but it was not until after the war that the great development of Morris Motors, Ltd. began. Before the war, Mr. Morris had been over to America to place orders for an engine to be made to his own design, as he could not get his views carried out in England. When the war was over, this engine was given to the Hotchkiss Co., at Coventry, to make, and eventually, in these works an output of 300 a week was attained. It was claimed by the Hotchkiss Co., and all who went into the matter, that this was the absolute limit of the capacity of the Coventry works. However, Mr. Morris eventually bought the works, and by rearranging, he has turned out 600 engines a week, without any additional ground having been bought.

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ADJUSTING THE HEADLAMPS.

HOW TO GET THE BEST DRIVING LIGHT.

Correct adjustment of the beam of a headlamp is really a very simple matter. Yet it is extraordinary how much dazzle is caused through incorrect adjustment, says a Home writer.

In the interests of the driver, the beam of light from the headlamps should be directed straight ahead, and parallel to the surface of the ground. But such setting is also very desirable from the standpoint of other road users. If these essentials are carried out properly, then the actual focussing of filament can be "long" or "short," according to the driver's whim and driving methods.

Personally I prefer a long, straight beam thrown well ahead. But some people do not see particularly well at night, so travel slowly, and many of these prefer a diffused beam.

But whatever you want for yourself, you should never allow your headlamp beam to become so "wonky" that direct rays dazzle approaching drivers instead of merely the lateral diffusion. There is a great difference to the great inconvenience and possible danger of the oncoming driver.

Some headlamps have a universal focal range: others have three set positions, into any one of which you can fix the little holding pins of the bulb.

If you want a long beam you must put the bulb well back—in the farthest notches if the carrier is notched. If you want a diffused beam—naturally do the opposite—use the position nearest the front of the lamp.

Sometimes the beam has a tendency to shine heavenwards; sometimes towards the opposite direction. You can counteract this by a little piece of paper, used as packing, at top or bottom of the circular metal end of the bulb.

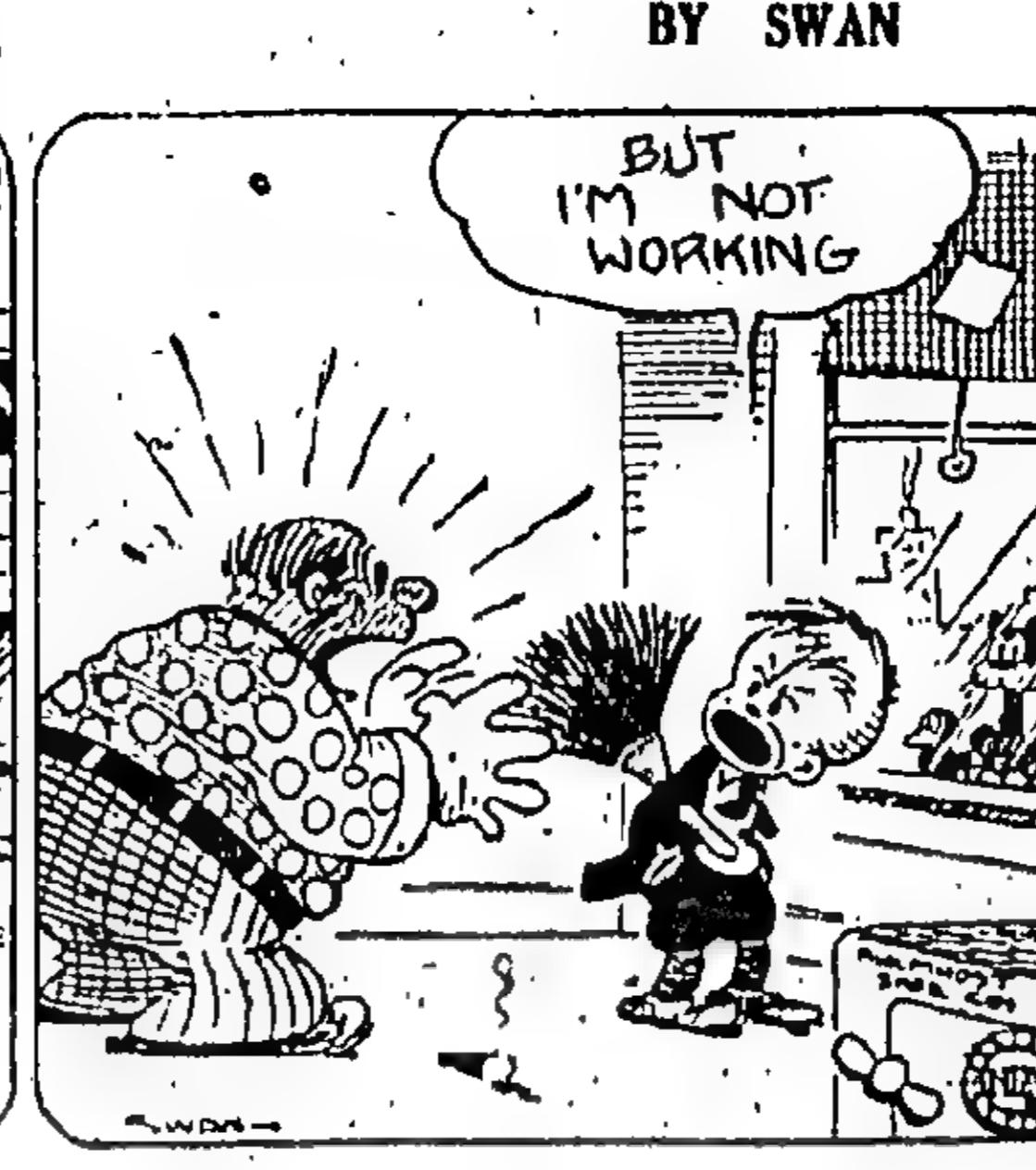
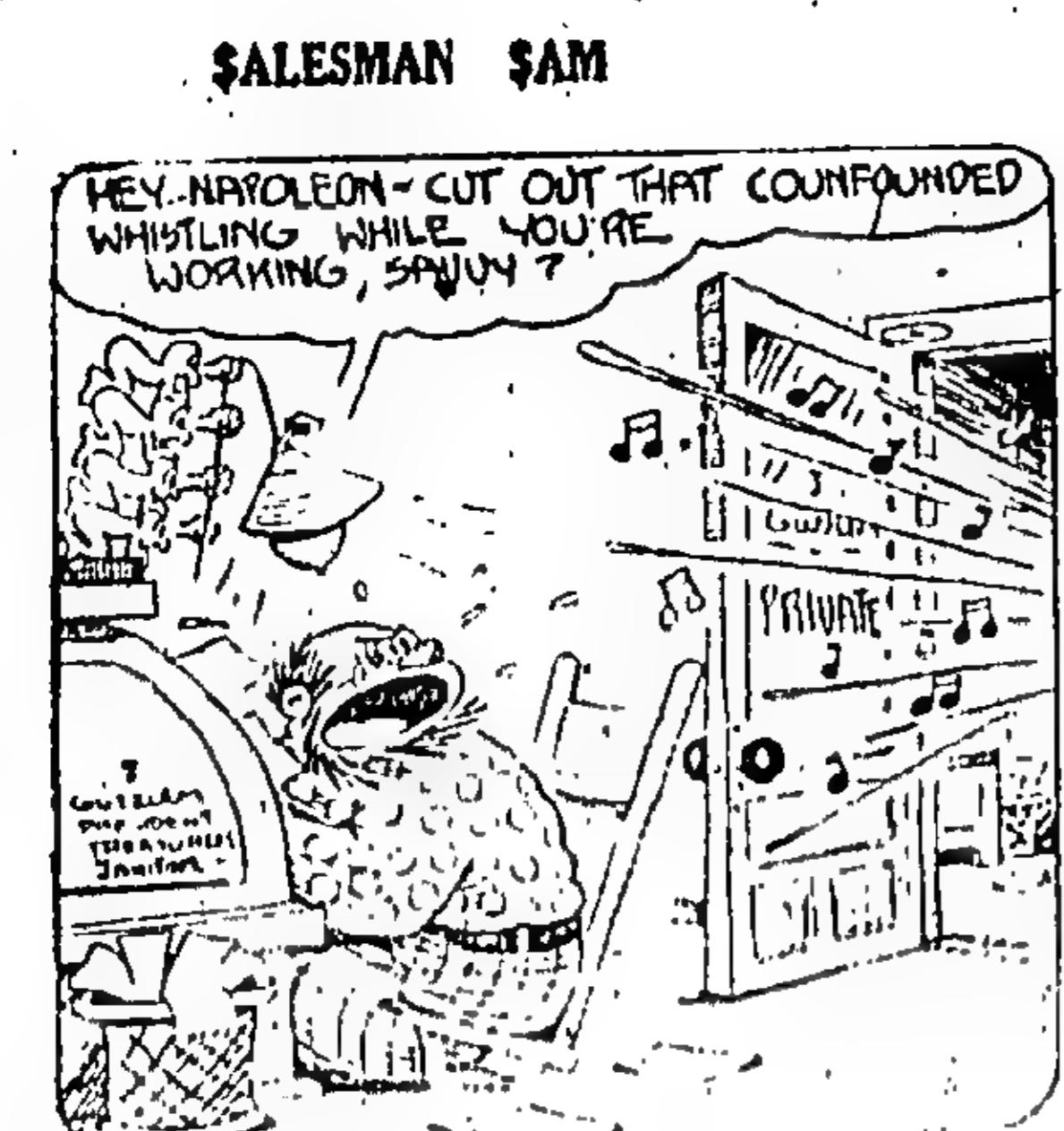
Remember this, however: If the beam is shining too high, you must pack the bulb so that it is higher (not lower); if the beam strikes the road too soon, you must pack the bulb down—not up. Contrary things, motor-cars aren't they? Almost like—no I've too many lady readers to say it!

WHAT IT FEELS LIKE.



As one feels when "Ollie" does not fail for the usual smile.

A PAGE FOR THE KIDDIES.



SALESMAN SAM

Obeying Orders

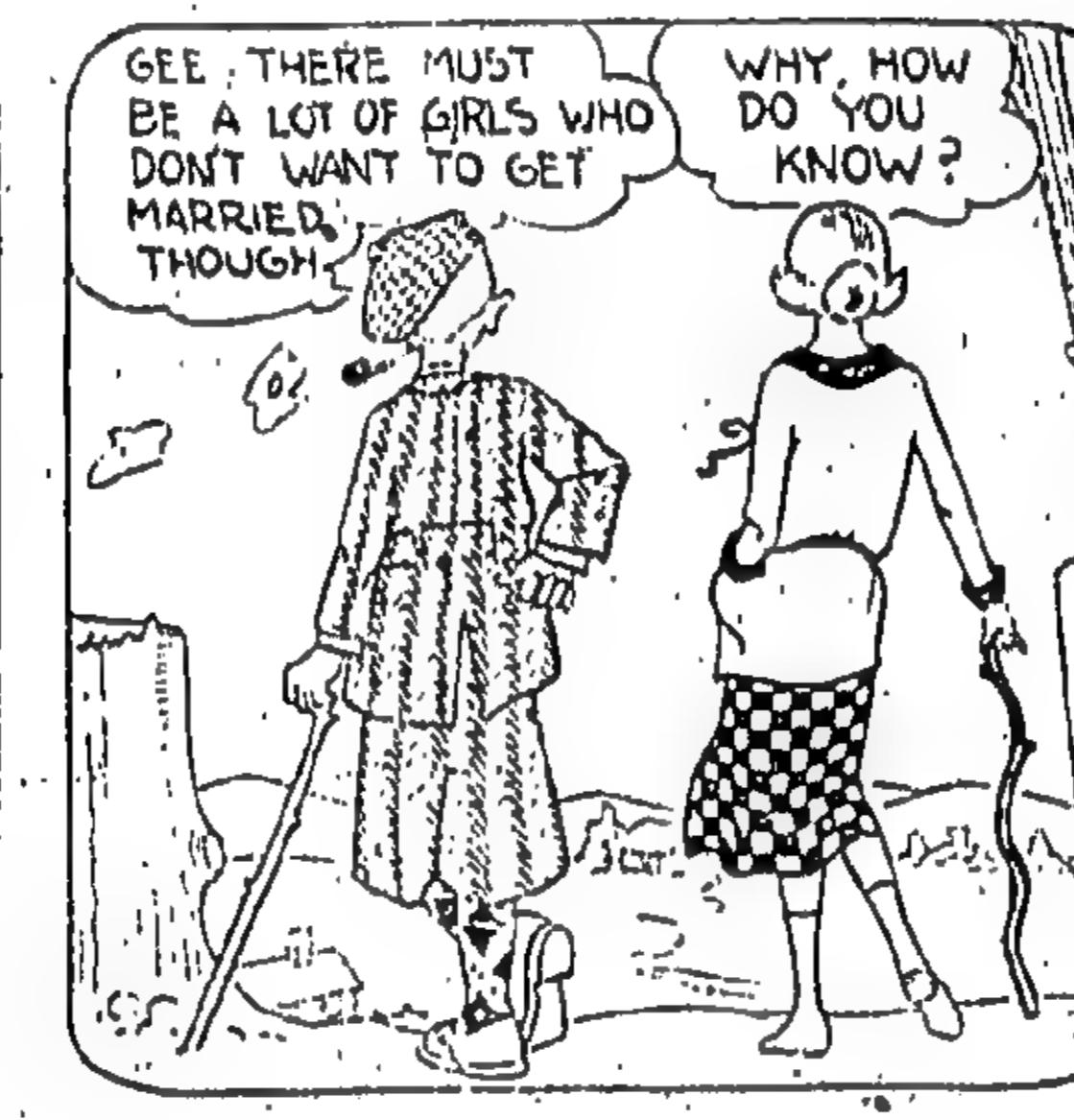
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BOOTS AND HER BUDDIES



Speaking From Experience

By Martain

FUNNY STORIES.

HE KNEW.

Teacher: "So you don't know which letter comes next to 'h'?"
Boy: "No miss."
"What have I on each side of my nose?"
"Looks like powder, miss, from here."

THE INSPIRATION.

Artist: "My next picture in the Academy will be entitled 'Driven to Drink'."

His Friend: "Ah! some powerful portrayal of sated passion, I suppose?"

Artist: "Oh, no; it's a cab horse approaching a water trough."

NOT WITH GAS.

A servant who had suffered from toothache severely was sent by her mistress to a dentist to have the tooth out. On the following morning the mistress asked the servant if she had had the tooth out with gas.

"No, mum," replied the servant; "I got there in plenty of time to have it out in daylight."

SHE SCORED.

"My dear," said Mr. Puttoff, as he looked up from his paper, "it is estimated that if a man were relatively strong as a beetle he could lift 100,000lb."

"Is that so?" rejoined Mrs. Puttoff, as she glanced at the cat, and allowed her left eyelid to drop slowly. "I'll look for a beetle the first thing in the morning."

"Why, dear?" queried the aged head of the domicile.

"Perhaps if I find one," replied Mrs. P., "I may be able to get that heavy trunk carried down from the attic. I've asked you at least a dozen times to do it."

APPROPRIATE.

Student: "Professor, won't you give me an idea for an essay?"

Professor: "Write about a student who wanted to write an essay, and hadn't any ideas."

NOT QUITE. . .

"And have you proved this proposition?" asked the professor of the student of Euclid, he was examining.

"Proved is a strong word," said the cautious student, "but at least I have rendered it highly probable!"

WRONGLY RENDERED.

M. Dupont: "Ah! so zis 'es your little son? He looks to be similaire to you."

Brownie: Yes, he is very much like me."

M. Dupont: "Ah! How you call eot? 'A cheap' of ze old bloodehead, eot eot not?"

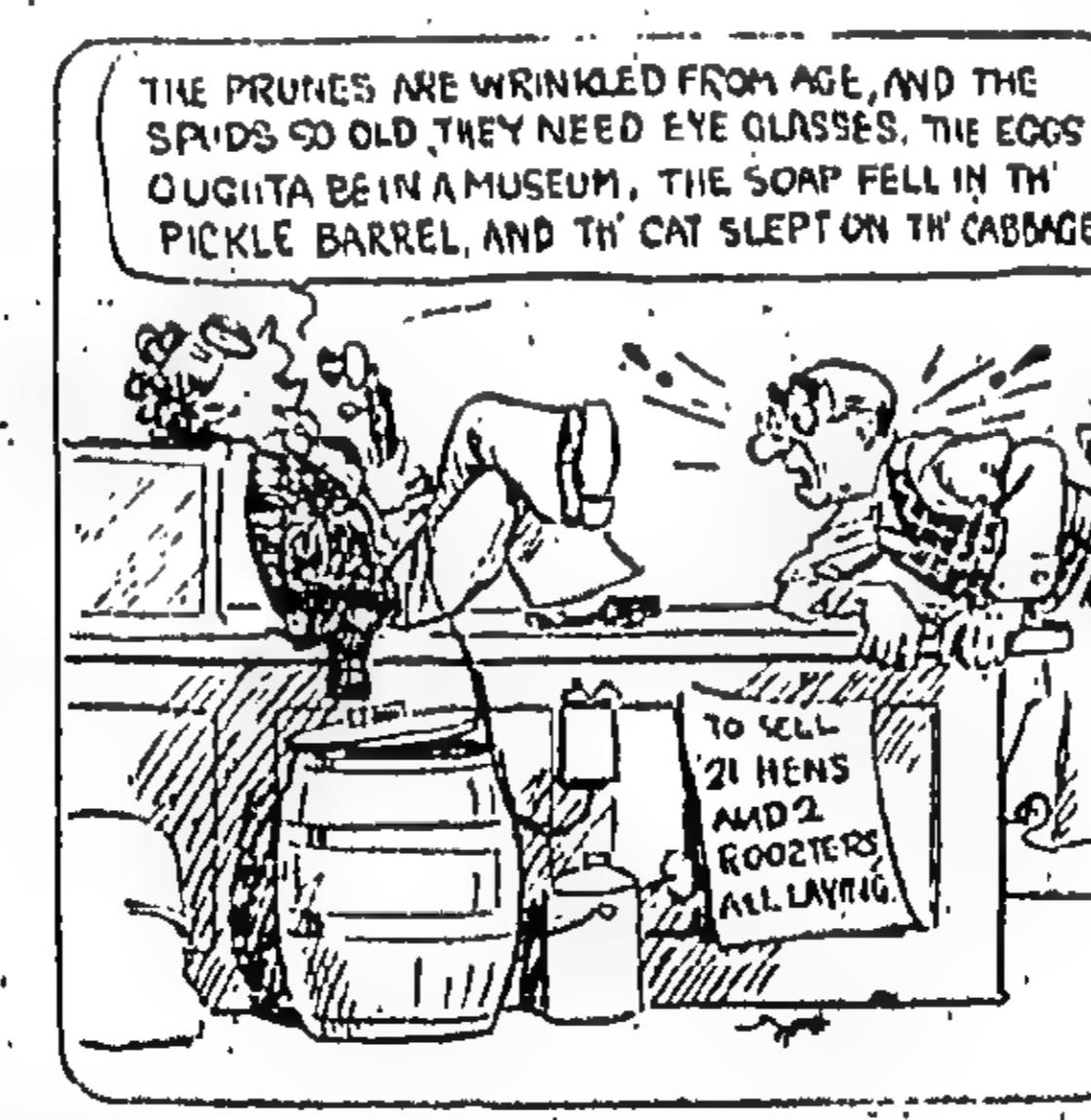
MOM'N POP



Chick Knows!

By Taylor

WASHINGTON TUBBS II



By Crane

FRECKLES AND HIS FRIENDS



It Sounded Something Like That

BY BLOSSER

MILK IS A FOOD
Drink Sterilised Milk
AND A STIMULANT
MILK MAID BRAND.

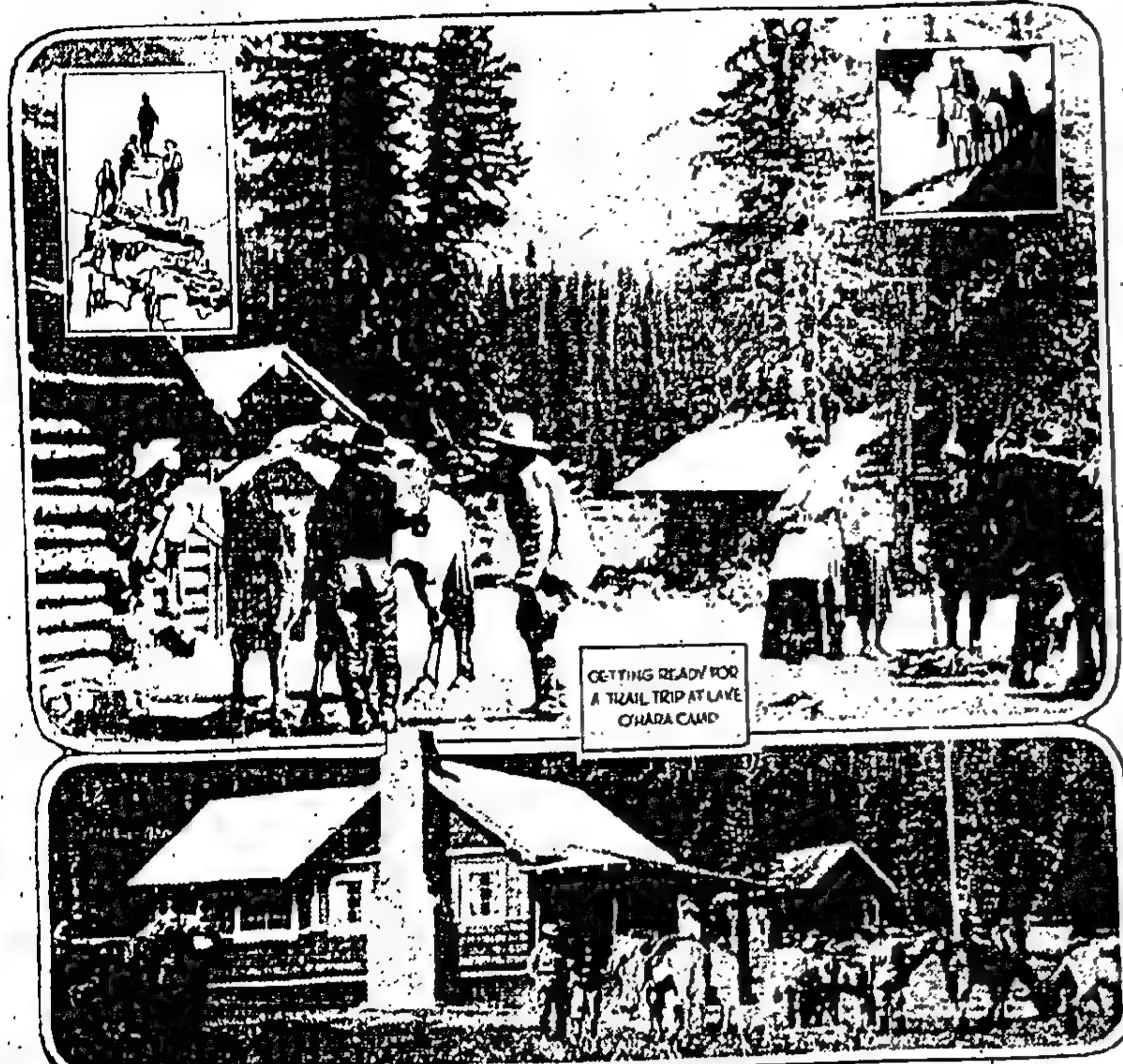
FEATURES FOR

THE FAMILY

HONGKONG TELEGRAPH, SATURDAY, 5th. JULY, 1924.

CANADA'S MOUNTAIN CAMPS.

Some Facts About Their Attractions.



PLENTY OF GUIDES AND PACK HORSES ON HAND AT YOHO VALLEY CAMP

To tourists, no mountain district is more popular than the Canadian Rockies with their innumerable peaks of varying heights, their fascinating waterfalls, their vast glaciers and ice-fields, their abundant variety of these camp headquarters, it is possible to tramp or ride in a perfect maze of colourful pony into some of the sublimest lakes and sparkling streams, most of mountain scenery within easy reach, well stocked with game and fish. Palatial hotels and cozy bungalow camps scattered region behind the Ten Peaks among those peaks, are so where excellent fishing may be popular that they are taxed to enjoyed in Consolation Lake.

capacity all through the warm months. The new bungalow camp at Lake O'Hara, Wapta Lake, and Moraine Lake are in the Lake Louise region. By making one of these camps headquarters, it is possible to penetrate on foot or by pony into some of the sublimest scenes - for tramping or riding - of mountain scenery within easy reach, well stocked with game and fish. Palatial hotels and cozy bungalow camps scattered region behind the Ten Peaks among those peaks, are so where excellent fishing may be popular that they are taxed to enjoyed in Consolation Lake.

SPORTS PARS.

Interesting World Items.

Bentwick of Dorsetshire, who is bowling so well, is in his 49th year.

The length of the pond erected at Paris for the Olympic swimming races is 50 metres.

Rhodes is a marvel for his years. He took six Cambridge University wickets recently for 22 runs.

The Scottish Rugby Union's new ground at Murrayfield, it is expected, will be ready for the Scotland-England match next season. The probable cost will be about £80,000.

Viscount Lascelles is a member of the M.C.C. It took him 30 years to obtain election.

In a football match at Barcelona, the Barcelona club beat Everton by 2 goals to 1.

Tom Kyle, the Peebles County veteran, wears well. He was the "star" performer in a game against Ponieuk recently, with four wickets for 14 runs and 38 not out.

T. Muirhead has sailed for America. His intention is, if all turns out well, to become manager of the Brooklyn Football Club at Boston.

G. L. Jessop was 50 years of ago last month.

The Essex Cricket Supporters' Club are endeavouring to enrol 100,000 members at £1 a head. Those who enrolled by first post on June 5th participated in a Derby sweep for which £2500 in prizes were offered.

Geary, of Leicestershire, bowled 24 maidens the other day out of 45 overs.

A Rugby veteran, Mr. W. Cail, is about to give up the treasurership of the English Rugby Union. He was the president of the Union some 30 years ago, and has been treasurer ever since.

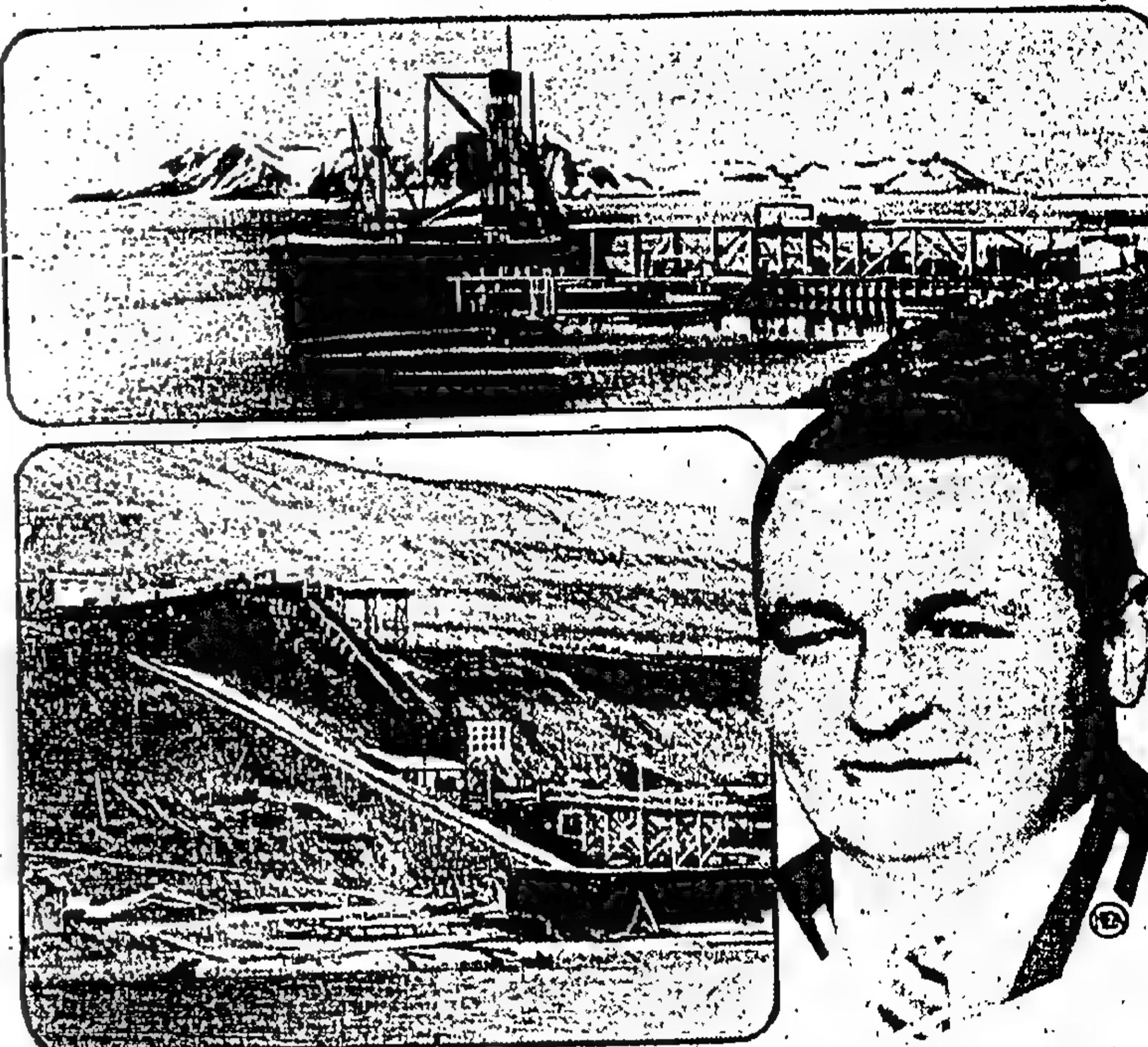
Hobbs scored his first century in first-class cricket - 155 - against Essex in 1905. The bat he used was loaned to him for luck by the late Mr. Hamish Stuart, the well-known writer on cricket and Rugby football. After Mr. Stuart's death his widow presented the bat to Hobbs.

Frank Watson who hit a not out 100 for Lancashire against the South Africans is a Nottingham man by birth. His father was professional at Heywood, Lancashire, and he has resided in the county of his adoption since he was ten years of age. He made his debut for Lancashire in June 1920.

J. W. Zulch, the South African and Transvaal cricketer, was found dead at Umkomas, Natal. He had been suffering from a nervous breakdown, and had come down from Johannesburg for health reasons. J. W. Zulch was in the front rank of South African batsmen. He had never visited England with a representative side, but was a member of Percy Shorwell's team that visited Australia in 1910-11, playing in all five tests and scoring two centuries - 150 against Australia at Sydney, and 105 against Australia at Adelaide. Playing for the Transvaal against the second M.C.C. team at Pretoria, he made 176 not out. His last appearance for South Africa was against Warwick Armstrong's team in 1921. Playing in the second test match at Johannesburg, he was the victim of a curious incident which cost him his wicket. A ball from R. A. Macdonald knocked a splinter of his bat into his stump, dislodging the ball and so giving

COAL MINES IN POLAR REGIONS.

Interesting Data About Little-Known Industry.



ABOVE ARE SEEN SOME PICTURES OF THE COAL MINES AT SPITZBERGEN, TOGETHER WITH HAAKON H. HAMMER, WHO HAD INTENDED MAKING A TRANS-POLAR FLIGHT OVER THE REGION AND ON TO THE NORTH POLE WITH AMUNDSEN. THE VENTURE HAS SINCE BEEN ABANDONED BECAUSE OF ECONOMIC DIFFICULTIES.

Spitzbergen, June 5.—Five galleries are high above water coast where navigation is open hundred miles farther north than level, the average temperature is three or four months every year, the northern-most Alaska, and 25 degrees F., and gas fumes an five coal mines are now in operation. Two of them are Norwegian and the last British.

But they are far different from the mines in other parts of the world. As a rule pits must stand of an asset. For Spitzbergen lies three days by steamer naturally makes it very hard to and the work must be done from even the most northerly mine during the long dark and terrible heat, moisture and gas fumes. Up here the mines are coast is generally ice-bound all therefore are only operating right in the mountains. The the year round. But on the wets during the summer.

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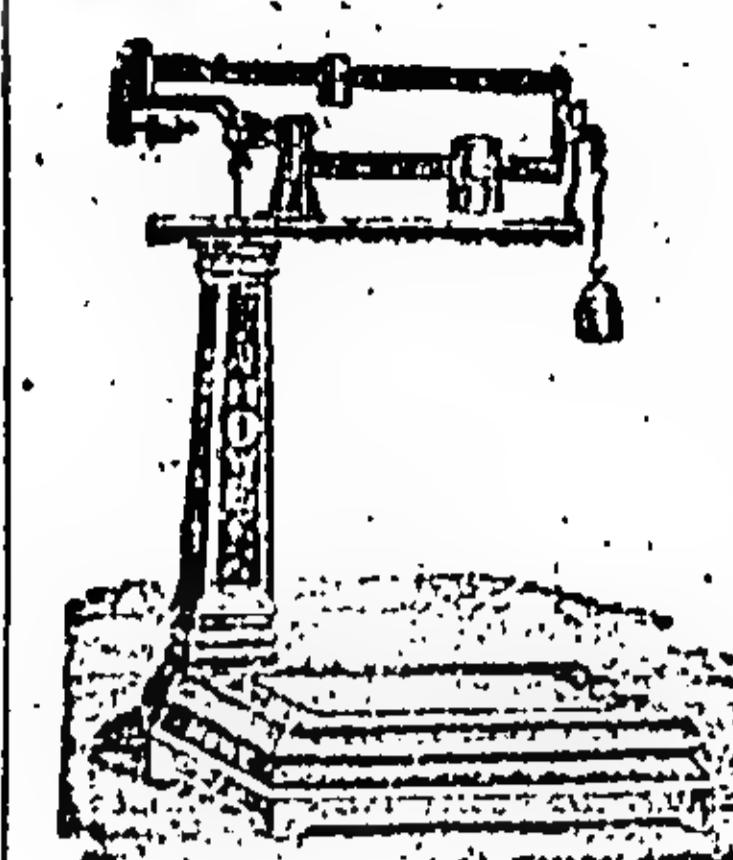
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“ ”	med.	.80
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The Telegraph.

HONGKONG, 5th July, 1924.

SPAIN IN MOROCCO.

It is somewhat unfortunate for General Primo de Rivera that the Rif tribesmen in Morocco should have taken it into their heads to attack the Spanish forces with such fury as apparently to have surprised them unprepared. Gen. Do Rivera owes his position at the head of affairs to the last campaign in North Africa, which was very nearly a serious debacle for the whole Spanish army. The people had become "fed up" with the way things were going from bad to worse, and the whole blame was put on the military clique, considered to be effete, which was alleged to be dictating the policy of the King and over-riding the administration. After a dramatic, bloodless revolution, Gen. Do Rivera formed his famous Directory, and Spain settled down to a form of Fascist Government of which great things were expected. It was not long, however, before rumours began to get abroad that all was not well with the Directory. The old clique were said to be intriguing still, and gradually undermining the influence of those who would abolish corruption from the country's affairs of state. Whether the present trouble in North Africa is an outcome of that pernicious influence, cannot yet be said, but it is not likely to increase the country's confidence in the abilities of the Directory, and will come as a keen disappointment to the common people.

The history of Spain in Morocco during the past decade has been one of continuous warfare against the domiciled tribes. The latter are a hardy race of warlike disposition, and appear to be well armed and well led. One reverse after another has usually attended the Spanish efforts to subdue these people, and the only parts of the country actually dominated by the race from across the Mediterranean are the fringes of their Moroccan territory. Now the tribesmen are taking the war into the Spanish camp with vengeance, and what the outcome will be it is difficult to say. Appearances seem to point to the necessity for a big campaign in order to suppress these revolts for some time to come, but it is doubtful whether public opinion in the

country will give Gen. Do Rivera and his commanders sufficient support to enable them to undertake such an ambitious project. It has to be borne in mind that those campaigns in North Africa are a severe strain on the exchequer and fighting forces of any country, for a far greater preponderance of strength is necessary to overcome the native Moroccan tribesmen in their own territory. Time was, before the Great War had magnified the public idea of what fighting really is, when those Moroccan revolts meant the despatch of special correspondents from all the big European and American news agencies. Now, the world is somewhat fatigued with war and rumours of wars, and cannot take more than a passing interest in the affairs of minor importance. The trouble for Spain is that this same outlook will probably dominate her own people, tired of continuous strife in an unproductive colony. And the matter is really one of some importance, for were the Spaniards to suffer a serious reverse in North Africa, the effects are bound to be reflected sooner or later in the territories nearly administered by other European nations.

Noisy Kowloon.

It would appear that Kowloon is maintaining its reputation as a spot in which it is becoming increasingly difficult to enjoy peace and quietude at night-time. We have no intention of entering on the parrot controversy, concerning which many letters are appearing in the *S. C. M. Post*, but we should like to pen a few words regarding the annoyance which is caused by people of the type to whom "Pax" referred in his communication of yesterday. Of the facts of this particular case we know nothing beyond what "Pax" himself has written, but, from past experience in other localities in Kowloon, we can well sympathise with him in having had his sleep disturbed by roosters who give no thought to anybody but themselves. This kind of thing is getting all too common in Kowloon, and we do not think it is likely to be stopped until aggrieved persons invoke the aid of the law, as they have every right to do. It is laid down by Section 13 of the Summary Offences Ordinance that "no person shall, between sunset and 6 a.m., make or cause to be made, any noise whatever calculated to disturb, annoy or interfere with the public tranquillity or the quiet of the occupier or inhabitant of any dwelling house." The making of night hideous by people such as those who conduct his inspired the complaint by "Pax," a decided breach of that law, and we do not hesitate to advise those whose rest and quiet is disturbed to make an example of the offenders by prosecuting them in the Courts. A few such cases should have the effect of very materially lessening this intolerable nuisance.

Chance for Police.

No reasonable person, of course, complains of an occasional justification by his neighbours. These things, as our correspondent says, come under the heading of ordinary social functions. But there are some people in Kowloon who imagine that they have full and complete liberty to make whatever noise they like and at whatever hour they choose. They "carry on" until well into the small hours of the morning, and, more often than not, their hilarity and boisterous behaviour increase in ratio to the number of drinks consumed. They are the people who should be made to realise that they can be stopped by law. Neighbours naturally feel inclined to prosecute in such instances, but where there has been flagrant disregard of the law, it is difficult to say. Even the police might step in on occasion. If a constable on beat sees a motorist without light, he does not hesitate to summon him to Court for breach of the law. We suggest that if he passes a house where undue noise is being made (which is just as much an offence), he

DAY BY DAY.

A HIGH STANDARD OF HONESTY IN THEIR RECREATIONS WILL HELP TO MAKE PEOPLE DESIRE MANY THINGS WHICH ARE FAR WITHIN THE LIMITS OF THE LAW.—Sir James Paget.

Yesterday's health return shows one case of diphtheria and one of enteric. Both were Chinese.

It is notified that the name of the Metropole Trading Company Limited has been struck off the Register.

His Excellency the Governor has appointed Mr. George Swan to be an Assistant Government Marine Surveyor.

Mr. W. H. Poyson has been appointed verger at St. John's Cathedral in place of Mr. C. H. Dodson, who has resigned.

During the past quarter, three samples of fresh milk have been examined under the Sale of Food and Drugs Ordinance. All were genuine.

The P. & O. Banking Corporation, Ltd., announces the opening of a sub-branch at Canton as soon as the necessary arrangements have been made.

A report from Kongmoon says that Chan King-ming's forces in the southwest captured Yun Ping on the 4th instant and are now marching up to Hoiping.

A stonebreaker was yesterday killed at the Kowloon Docks extension, when a slab of stone fell down the slope and crushed his head. The remains were taken to the Mortuary.

At the annual reunion of the Returned Students in Canton, some discussion took place regarding the new Shamoon regulations. A committee was formed, headed by Mr. Lo Hing-yuen, barrister, to see into the matter.

Tenders are being invited for the preparation of site for Lunatic Asylum at Lai-chi-kok including all excavation for forming of site to levels with all necessary retaining walls together with the approach road, enclosing wall and any other subsidiary works.

Messrs. Dowdell & Co., Ltd., announce that they have opened a sub-office and show room at No. 1, Duddell Street for Underwood typewriters, Roneo office appliances and Burroughs adding and calculating machines. The telephone number of the sub-office is Central 4689.

The local Manager of The P. & O. Banking Corporation, Ltd., has received a cable from his Head Office advising that the Annual General Meeting of Shareholders will be held on 11th July when the Directors will recommend a dividend at the rate of 5½ per cent. per annum, less Income Tax, the placing of £20,000 to Reserve and the carrying forward of £17,567.

At the Marine Court this morning, the agent of the s.s. Kai Sung, a Chinese steamer, was charged with working cargo on Sunday, June 22nd, without a permit. Police evidence having been given, the defendant said that the ship's cargo was not being worked, but that members of the crew, who were going ashore, were taking their cargo with them. His Worship (Lieut.-Com. Hako) ordered defendant to pay the cost of a permit £75, and also a fine of \$10.

Those of the moulders who stayed behind at the Naval Yard when the strike was declared left yesterday with the exception of the head moulder, who, by the way, is President of their Guild. It is said that the decision to strike was not arrived at without some dissension between the men and their officials, and it may be that in not following the example of his fellows, the President of the Guild is maintaining the view that the officials of the Guild had all along given to the matter. A deadlock has been reached, as both parties are unwilling to go beyond the original terms.

should warn the Injapato and, if the nuisance still persists, he should follow up his warning with a summons. These night disturbances must be stopped if Kowloon is to be made a fit place in which to live.

Bulls and Inners

From the Office Butts.

the verdict brought in by the jury at a recent trial is read to us from the *S. C. M. Post*. Mangoes or peanuts?

We are wondering how those newspapers came to the conclusion that a motor smash, in which two people were killed and four injured, was a joy-ride.

Some folk don't care a hang about their neighbours, so proud are they to have so many of them.

The trouble about sucking kids is awful. They're giving them Shakespeare Recitals now.

Five dollars a week will now buy a Ford. We understand that sewing and sausage machine attachments are extra.

Although not meant to stall, you will bark when the chauffeur tries to entice it away during the night.

Five bucks a week will give you 1000000 bucks a day.

The Democrats are all that, and more.

We are afraid, in view of the scarcity of Scotsmen in Peking, that it will be a long time before it is a treaty port.

This morning is revealed the fact that Independence is not to be trifled with.

The way these banks keep suspending payment, wouldn't it be better to toss them doubles or quits at the start?

We understand that the silver collection taken from monthly ticket-holders by the Inspector of the Peak Tramway Company on Wednesday morning is to be specially ear-marked as a Superannuation Fund for indigent May Rodents.

June was a very wet month, but we just figure it had nothing on yesterday.

Some of these dogs on the Laichikok Road must be despondent over continued bad health.

"Japanese Could Take the Philippines," says a contemporary. What some of these journalists should take first is a rest.

A marriage ceremony during childbirth would appear more child's play to the *China Mail*.

Canton's pen-makers have been on strike. They're evidently troublesome young rascals.

"The Rev. Copley-Moyle delivered a forcible sermon on 'The Thirty Pieces of Silver.' The Hongkong Hotel Orchestra rendered effective accompaniment on thirty pieces of brass."

"Taking for his text 'For Populi,' the Rev. Kirk Macdonald gave an appealing address which was interspersed with selections by the May Road Sea Song Singers."

"On Sunday last at Kowloon, the Rev. J. H. Johnstone preached a topical sermon on 'The Tower of Babel.' Robert McWhirter's trombone solo, 'Hell Smiling Morn' was particularly soothing.

Let's hope that this Democratic Convention doesn't turn out to be McAdoo about nothing.

It was the "Inglorious Fourth." Miss Wills, when she was beaten by Miss McKane at Wimbledon.

We're thinking of joining *The Petaluma Post*, which we observe is published on the beach at that happy seaside resort.

The world's record egg is said to have been laid by a Leghorn. Great yolks from little leghorns grow!

The youth who had to pay £2,000 in a breach of promise case in London must be disgusted with the High Cost of Living.

The Buttons were held in suspense until one wakes up on Sunday morning. We are informed that the former are the fresher of the two, and the latter the more delicious.

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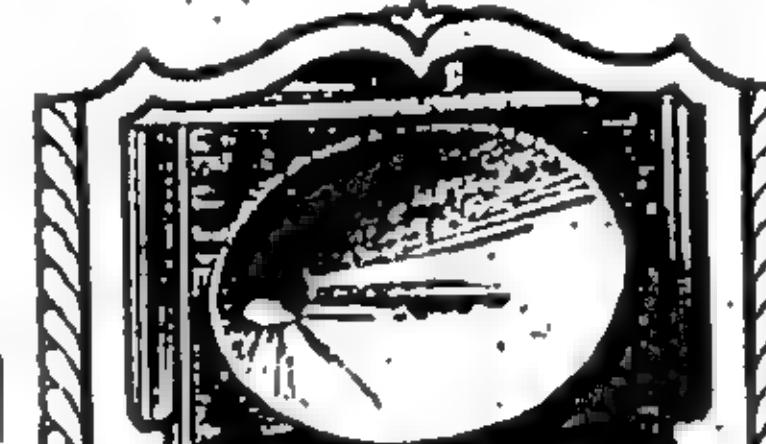
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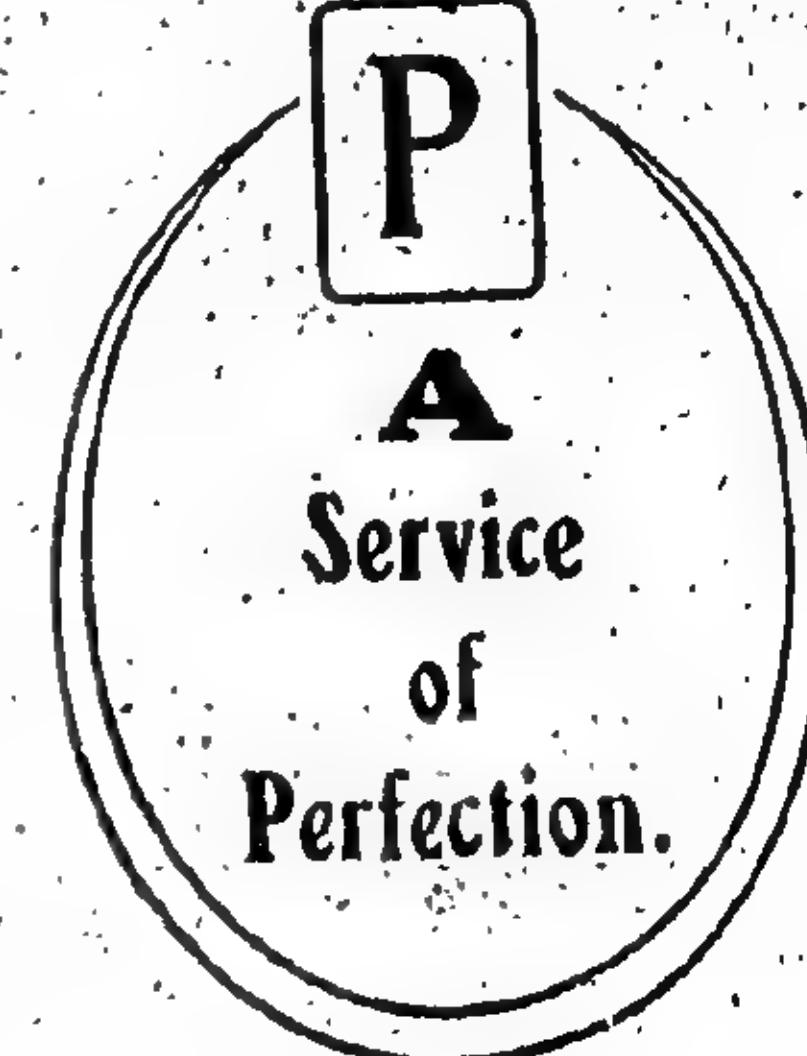
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THE WORLD THEATRE.
By T. C. Wong (T. C. Wantz)
General Manager.
Hongkong, 28th. June, 1924.

NOTICE.

HONGKONG STOCK EXCHANGE.

THE following are members of the above Exchange.

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I have admitted Mr. Siu Ho Ming, B. Sc., as a partner in my business, and the same will be carried on under the name of "Hewitt and Siu," Architects and Civil Engineers, as from To-day's date.

A. G. HEWITT, Lic. R.I.B.A.
19, Queen's Road (Central),
Hongkong, 1st. July, 1924.

NOTICE.

AS from the 1st. July there will be a permanent taxi stand at the junction of Wong-ni-chung and Leighton Hill Road, Happy Valley. Persons requiring taxis in this locality please ring up 1272.

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By order of the Committee, J. W. KEW,
Secretary.

NOTICE.

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WORLD THEATRE

ROW IN A TEMPLE.

CHINESE PRIEST
[CHARGED.]

(Our Own Correspondent.)

Singapore, July 4.

A Chinese priest named Sin Shih-tak is charged in Malacca with a grave assault on a Chinese woman in a temple at Buo-hang. Three women went to the temple to pray, and one made a remark to which the accused took exception. It is alleged that the assault then took place. The hearing was adjourned.

THE WORLD FLIGHTS.

Allahabad, July 4.—The American world flyers have arrived at Multan.—Reuter.

STOWAWAY'S EXCUSE.

A coloured stowaway found in the West African liner Zaria explained his presence by saying that he was anxious to see the British Empire exhibition, in With regard to Mesopotamia, he did not know where we were, and the one thing certain was that

MANDATES SYSTEM.

HONGKONG
EX-GOVERNOR'S PAPER.

Sir Frederick Lugard, former Governor-General of Nigeria and British member of the Permanent Mandates Commission of the League of Nations, read a paper before the Dominions and Colonies Section of the Royal Society of Arts on "The Mandate System and the British Mandates." Lord Milner presided.

Sir Frederick Lugard explained how the mandatory system came to be applied to the former German colonies and to such countries as Iraq and Palestine and said that the League of Nations afforded such a supervisory body as was needed. By insistence on being consulted as to the terms of the mandate, he thought that the United States inherently shared responsibility for the mandates, and it was to be hoped that before long she would be represented on the Mandate Commission, where her co-operation would be of the greatest value.

whatever might be the ultimate fate of Mesopotamia, the mandate for it would never materialize in its present form. Palestine, however, presented the best illustration we had of what could be accomplished under the mandatory system. In respect of order, justice, sound administration, and material prosperity, Palestine had made progress in the last six years which would have been impossible without disinterested external aid. Owing to the peculiar history of the country and to the fact that it was sacred soil for three great religious communities, it was a country to which the principle of trusteeship was specially appropriate. Palestine, he thought, could never be the property of any single nation.

Sir Horace Byatt and Mr. W. Ormsby-Gore also spoke.

The company present included the Archbishop of Canterbury, Mme. Anna Wicksell, Sir Valentine Chirrol, and Sir R. Ho Tung.

TAIL LIKE GLOVED HAND.

A Fish New To Science.

A fish which a British Museum export reports is unlike anything in the National Collection and is apparently new to science, was recently caught by the Hull trawler St. Hubert, fishing off Iceland.

Mr. T. Shoppard, curator of the Hull Fisheries Museum, describes it as being about a yard in length, with flesh of a very soft and flabby nature. The head is somewhat after the type of halibut, but the entire surface is covered with very sharp and hard conical spines resembling pure white ivory. The skin itself is coal black, like polished blacklead.

The tail resembles a gloved hand with eight fingers, between each of which is a thin web to assist in swimming. In the centre of the back is a long fishing-rod like structure, apparently used to attract the fish's prey.

Similar specimens, it is stated, are found among fossils in the older rocks of Britain.

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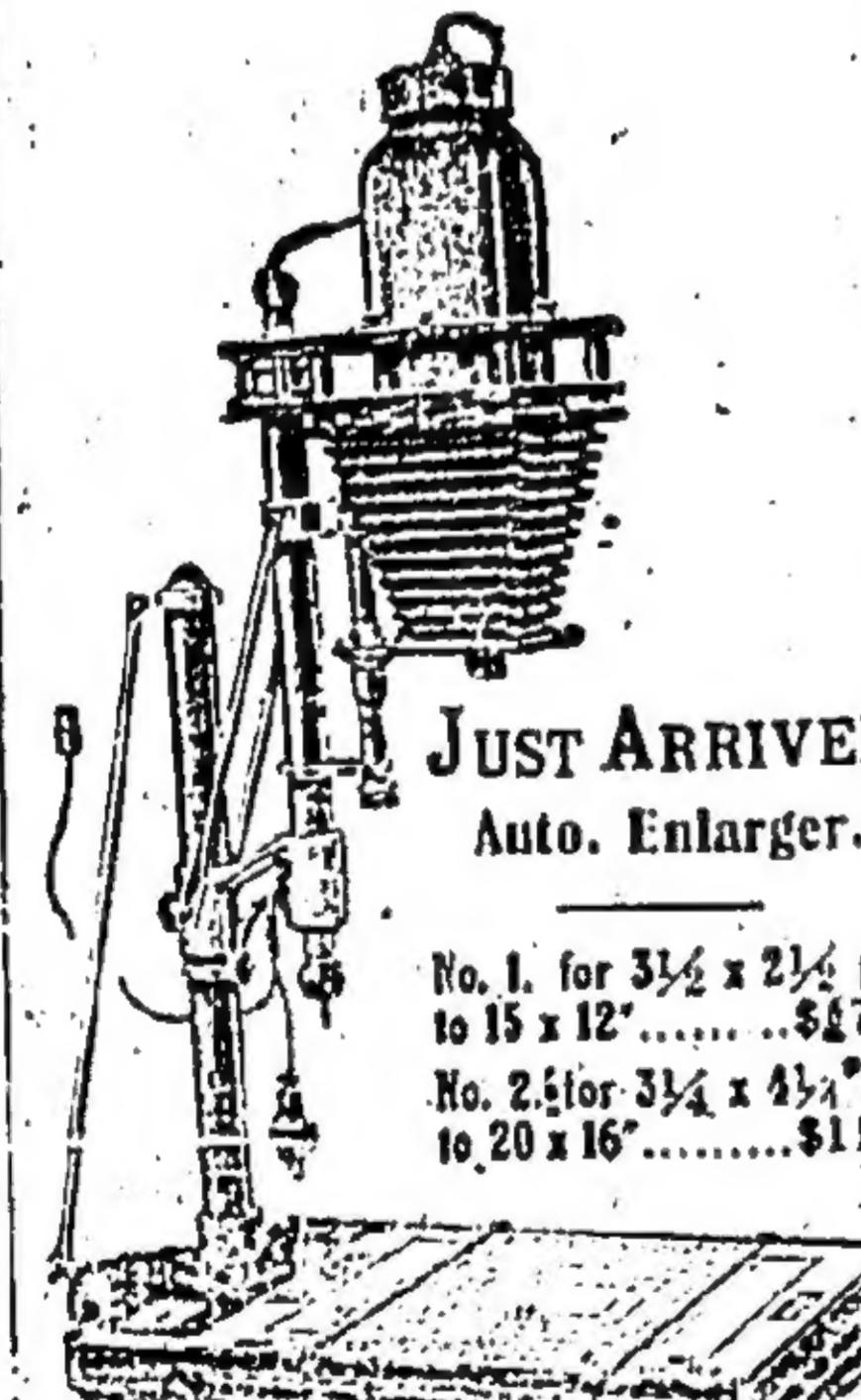
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CAMBRIDGE AND CARRIED
IT OFF TO SOUTH AFRICA**EARLIER TELEGRAMS.****THE AMERICAN PRESIDENCY.**New York, July 4.
The Democratic Convention has adjourned after the sixty-first ballot. The deadlock is as strong as ever. The committee will meet again this afternoon to continue the balloting until a Presidential candidate has been nominated. The Convention has broken the record for the number of ballots made. The former record was held by Baltimore in 1860 when Stephen A. Douglas was nominated on the fifty-ninth ballot, but who was defeated in the subsequent election by Abraham Lincoln by a plurality of almost half a million votes.In view of the deadlock the leaders have consulted in regard to amending the rules, but the managers for Messrs. MacAdoo and Smith have declined to accede thereto. Judge Rockwell on behalf of Mr. MacAdoo, assailed the "favourite sons," who created the deadlock, as constituting an "outrageous travesty," but the favourite sons, unconcerned at the novel plan to end the deadlock, presented one delegate, who suggested that Mr. MacAdoo should be nominated President and Mr. Smith vice-President, forming a so-called "Protestant 'dry' and Catholic 'wet' ticket." —*Reuter's American Service.***REDUCTION OF ARMAMENTS.**Moscow, July 4.
The Rosta News Agency publishes a declaration by Trotzky, ridiculing the recent statement in the House of Commons of Mr. Attlee, Under Secretary for War, that the strength of the red army is 1,300,000. He says the strength of the red army is now under 600,000, and that the Soviet will attempt further reduction. If Mr. Macdonald and M. Herriot take the initiative in the reduction of armaments in Europe, the Soviet will give them its entire support. —*Reuter.***TURNING BLIND EYE ON TREATY.**London, July 4.
Commenting on the Chinese Government's decision to resume the full service loans, the *Manchester Guardian* says that the action of certain governments in continuing, from motives of self-interest to turn the blind eye on the treaty concluded five years ago, is not an inspiring example of financial morality, and it is a good thing that China, for her part, has now seen fit to bring the episode to an end. —*Reuter.***PRINCES TO ATTEND OLYMPIC GAMES.**London, July 4.
The Prince of Wales, as the Honorary President of the British Olympian Association, and Prince Henry left for Paris this morning to attend the opening of the Olympic Games. —*Reuter.***THE HUNGARIAN LOAN.**New York, July 4.
It is announced that the whole American share in the Hungarian loan has been subscribed. —*Reuter.***SIAMESE PRINCE IN PARIS.**Paris, July 4.
Prince Purachatra, brother of the King of Siam, has arrived in Paris, where he will stay for a month. —*Reuter.***RENTS CASE.**

taken place, his Worship thought the summons should be withdrawn, he would raise no objection, but would like to make it clear that the terms had been made without the knowledge of the legal advisers.

In answer to the Magistrate as to whether he wished to proceed with the case, Mr. Prosser said, he did not object to the withdrawal of the summons provided it was clear that the legal advisers of the complainants would never have consented to these terms.

The Magistrate: It is clear that Mr. Lo does not want to withdraw the allegations he made in the charge. —*To the Bitter End.*Mr. Prosser reiterated the same statement, adding that his advice to the complainants now was to fight to the bitter end. He had a complete answer to every allegation made. But in view of the fact that the terms had been settled he had no option but to leave it to the discretion of his Worship as to whether he should allow the withdrawal. —*To the Bitter End.*

Mr. Campbell Prosser, for the defence, said that through the instructing solicitor he learned on Thursday night that a settlement had been reached on terms imposed by the complainants. These terms would never have been acknowledged by the legal advisers had they been asked for advice. Their advice to the complainants was still to fight this case to the very end. If in view of what had

happened, his Worship would allow the withdrawal, he would do so. —*To the Bitter End.*Mr. Lo said this was a most curious thing from the Bar. Mr. Prosser's statement mystified him as to why (Mr. Prosser) was in Court and whether he was still instructed. —*To the Bitter End.*

Mr. Prosser: My whole complaint is that we, the legal advisers of the defendants, were never told by the solicitor on the other side

about the terms, though he knew that they had been agreed upon. These terms were imposed by the complainants and agreed to without our knowledge. We thought that on elementary principles the solicitors for the complainants would have notified us as soon as the negotiations were in hand and enquired whether we were instructed. But no, that was never done. We claim that we are entitled to an enquiry from the other side as to whether we were still instructed. I don't care how the negotiations were made, whether by the clients direct or not. As soon as Mr. Lo had knowledge of

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about the terms, though he knew that they had been agreed upon. These terms were imposed by the complainants and agreed to without our knowledge. We thought that on elementary principles the solicitors for the complainants would have notified us as soon as the negotiations were in hand and enquired whether we were instructed. But no, that was never done. We claim that we are entitled to an enquiry from the other side as to whether we were still instructed. I don't care how the negotiations were made, whether by the clients direct or not. As soon as Mr. Lo had knowledge of the negotiations, then he should have immediately communicated with Mr. McCallum. That was not done; in fact Mr. McCallum rang him up. He told Mr. McCallum what he had heard and Mr. McCallum confirmed it. He did not know of any breach of etiquette. He was sure that anyone who understood Hongkong practice and who knew that things were fixed up outside solicitor's offices and by friends would not have made the statement which Mr. Prosser had made.

Replies, Mr. Lo said that as Mr. Prosser had seen fit to make remarks about his conduct he would be excused if he said his friend had been "talking through his hat." How he could have been accused of not having communicated with Mr. McCallum passed Mr. Prosser's understanding entirely. Mr. Lo explained that when his clients informed him of the settlement on Thursday evening he told them

that he could do nothing until he had official confirmation from the other side. Next morning Mr. McCallum rang him up. He told Mr. McCallum what he had heard and Mr. McCallum confirmed it. He did not know of any breach of etiquette. He was sure that anyone who understood Hongkong practice and who knew that things were fixed up outside solicitor's offices and by friends would not have made the statement which Mr. Prosser had made.

The Magistrate said he considered Mr. Lo's conduct throughout correct and dismissed the summons on the terms reached.

Specially drawn by Will Farrow.



BUT SMELT POWDER AGAIN, AND—

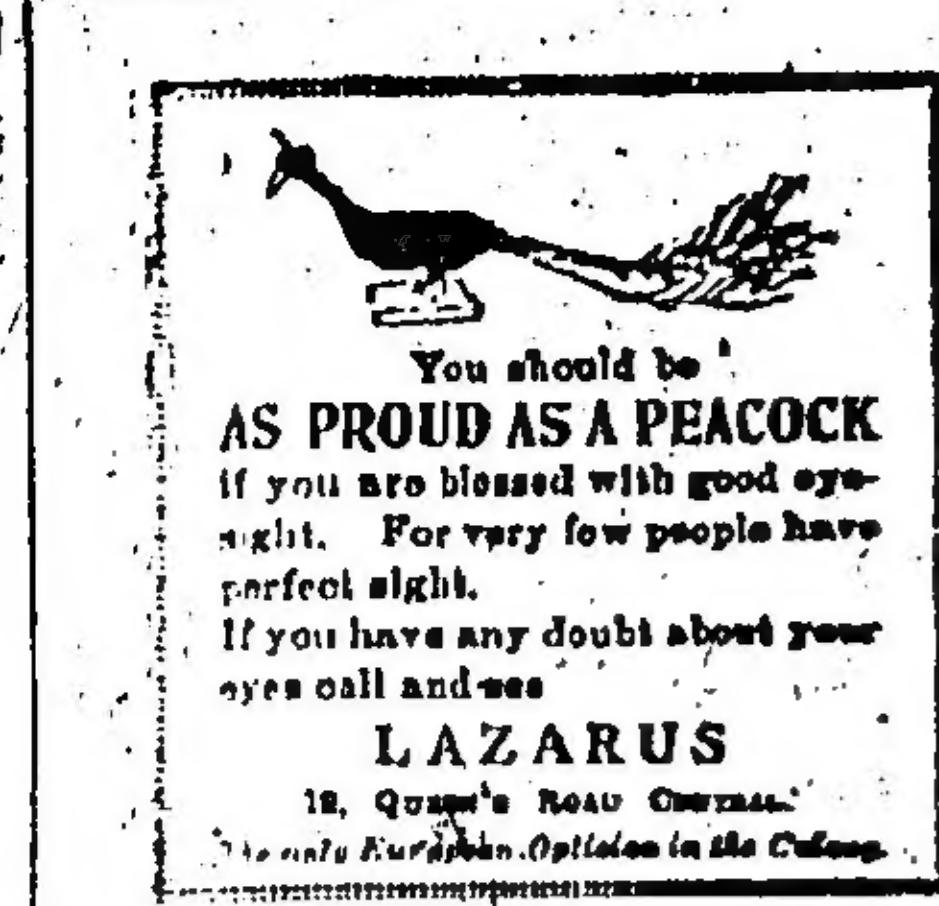
AND NOW POSITIVELY REFUSES TO TAKE HIS HAT OFF TO M. POINCARÉ.

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BECAME GENERAL ON OTHER SIDE (WHICH WAS REALLY QUITE NICE OF HIM).

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The weather was cool and cloudy with intermittent sun. There was a large attendance including H. M. the Queen, and the Duke and Duchess of York.

In the final of the Ladies' Singles Championship, Miss McKane beat the American, Miss Wills 4-6, 6-4, 6-4.

In a thrilling final, only indomitable will and courage enabled Miss McKane's wonderful recovery against the brilliant and hard-driving American. Miss McKane lost the first set and was 1-4 down in the second. She then won six games running and in the 15,000 spectators cheered her to the echo. Thereafter Miss McKane seemed inspired. She hit harder than ever, keeping a magnificent length and placing and volleying superbly. Miss Wills played wonderfully and was invulnerable on the back-hand, but this was countered by the Britisher's clever anticipation, net play and beautiful sideline strokes. There had never been such a cheer at Wimbledon as marked Miss McKane's victory.

MEN'S DOUBLES SEMI-FINALS.

On the centre court, in the semi-final of the Men's Doubles, Williams and Washburn beat Lycott and Godfree, the holders 4-6, 12-10, 6-3, 7-5. Lycott retired with an injured leg.

The Americans were always slightly better, though Williams really carried them through. Lycott excelled in making most remarkable saves and was splendid at close volleying. Towards the end he rather overdid poaching, but otherwise this was his best display in the championships. He sprained his ankle in attempting to retrieve, and though he continued for one game in great pain, he eventually retired. Godfree was good at service and over-head work.

In the other semi-final of the Men's Doubles, the Americans 6-4, 6-2.

The African pair were beaten but not disgraced. Raymond's weak ankle being again a handicap. The Africans, nevertheless, hit hard and volleyed magnificently. Spence making miraculous returns. Richards was the star of the match and he frequently left the Africans standing by his middle court drives. Hunter was safe and accurate and both killed most effectively at the net.

MIXED DOUBLES SEMI-FINALS.

In the semi-finals of the Mixed Doubles, Godfree and Mrs. Shepherd Barron beat Woosnam and Mrs. Covell 6-4, 4-6, 6-4; whilst Gilbert and Miss McKane beat Lamb and Miss Harvey 6-2, 6-4. (Reuter).

ANGLO-FRENCH MISUNDERSTANDING.

LONDON GREATLY SURPRISED.

PARIS NEWSPAPERS HIGHLY INDIGNANT.

London, July 4.
Political circles in London are greatly surprised at the French attitude with regard to the Chequers' conversations. It is maintained that the British Government has done nothing contrary to any understanding with the French Government in causing an account of the happenings at Chequers to be communicated to the other Allies. It is emphasised that there is no intention whatever of interfering with the work of the Reparations Commission but the Commission cannot deal with matters outside the Treaty provided in the Dawes Report. Britain is submitting no hard and fast decision or proposal, but is merely suggesting its own view and repeating expressions used at Chequers which are not binding without consultation with its Allies.

The Anglo-French misunderstanding over the terms of the invitation to the July conference appears to centre round the French contention that the British Foreign office inserted in its invitation to the July conference suggestions amounting to a suppression of the authority of the Reparations Commission. An authoritative statement has been issued in London, already cabled, and this was handed to the French Ambassador, who interviewed Sir Eyre Crowe to-day. A clearing up of misunderstandings is anxiously awaited at the Quai D'Orsay, where there are hopes of a satisfactory explanation from Britain, but it is realised that the difficulty of reaching an agreement at the London conference may be considerably increased. The situation is most embarrassing for M. Herriot in view of the debate on foreign policy in the senate on July 8th, when he will be asked to explain the apparent contradiction between the complete agreement at Chequers and the disagreement with regard to German defaults in the execution of the Dawes plan.

FRENCH NOTE TO BRITAIN.

Paris, July 4.
M. Herriot has despatched a Note to Britain, stating that France does not consider herself bound by the British suggestions accompanying the invitations to the London Conference.

The newspapers have sounded a chorus of protest such as has not been heard for many months. They declare that Mr. Ramsay MacDonald has virtually renounced the Treaty of Versailles. The *Journal Débats* advocates French abstention from the conference until it is assured that no proposal infringing the Treaty will be discussed. (Reuter).

SOUTH AFRICA AGAIN DRAW.

London, July 4.
At Bradford the match between Yorkshire and South Africa was continued before a thousand spectators. There were interruptions owing to rain.

Yorkshire scored 147 for 4, and declared 35, not out, and Sutcliffe 30. Dixon took 3 for 32.

The South Africans replied with 84 for 2 and the match was

DUTCH ARMAMENTS CONTRACT.

The Hague, July 4.
The Second Chamber has passed a vote of credit of two million florins to the account of the War Department estimates, to enable them to carry out a contract with Armstrong Whitworth for delivery of war material, and has also passed a Bill facilitating co-operation between the Holland East Africa and Holland South Africa governments.

YOUTH IN HONGKONG.

SNOBBERY AND THE CONVENTIONS.

Effects of A Fetish.

A writer in the current *St. John's Cathedral Notes*, describing some aspects of youth in this Colony, says:

"What can we say (from observation it needs to be confessed, not experience) are the chief difficulties of girl's life in Hongkong? The main difficulty is of course abundantly evident—the womenfolk who are not engaged in business, have not enough to do. This, we shall assume for purpose of argument, gets to the heart of the matter.

The servant problem does not exist in any intense form in this Colony. Labour is cheap, servants are numerous and easy to obtain. And so, in the first case the young girl in Hongkong is not called upon to perform those minor household duties which would ordinarily fall to her lot. So, much is this the case that pleasure becomes almost unconsciously the main pursuit in life. This for the first year or two is no less than thrilling. But the unfortunate thing is that the thrill does not last. The problems of life may be evaded for a time, but they certainly cannot be solved by the mere pursuit of pleasure. And so after the time the young girl is not satisfied with those things. They have become ordinary, tame, and hundrums.

What is needed is something more exhilarating—something with a sense of intoxication in it.

IN A GROOVE.

And another great difficulty is that one gets into a rut so quickly. In such a small place as Hongkong when everyone knows more than everything about everyone else, it is not a little difficult to be independent and to take wide views. To be completely shoplike is the hallmark of fashion. The phrase "My dear, such a thing is not generally done" often kills good intentions.

It is really the sign that the young are positively frightened by the bogey of an obsolete Public Opinion. We are reluctantly compelled to believe that all but the very few, become in time victims of what the more modern psychologists call the Cowloon Complex. No one, of course, really knows who is the goddess of the "is-not-generally-done cult," but to be in the fashion one must follow the lead.

What are the remedies? The most important seems to be the creation of what we might call a saner and more Christian outlook on life—a more enlightened Public Opinion.

ASPECT OF EVOLUTION.

Altitude of residence must not be confused with elevation of mind, social precedence must be allotted to social responsibility. Snobbery should be despised as being the possession of those whose social evolution has been a trifle too rapid. Self-centred idleness should not be regarded as an ideal, but rather as a disease. Here it may be that the Church can help, if they will preach more boldly that "much will be required of those to whom much is given," and that the place of pleasure in the well-balanced life is not primary nor even secondary. The pursuit of Beauty, Truth, and Goodness should be held up as the real thing, and it should be made perfectly clear that the most strenuous life is the religious life.

But any important alteration for the better must of necessity come from the younger generation—and we venture to think from the girls of the Colony. The influence they could exert is far more powerful than they imagine. If only they would assert their real independence and find their perfect freedom in service, then perhaps the present difficulties would disappear, and everyone

"SEISTAN" STRANDING.

COURT'S FINDING.

Master Severely Censured.

The finding by the Marine Court of Enquiry into the stranding of the s.s. Seistan was given this morning, the master of the steamer being severely censured. The Court composed of the following members: Lieut. Commander Conway-Hake R.N.R. (president), Lieut. Commander C. H. H. Harvey, O.B.E., R.N., superintendent of the R.N. Chart Depot, Capt. J. R. Gorrie (s.s. Ruthenia), Capt. S. S. Morse (s.s. Kiangsu) and Capt. S. O. Miford (s.s. Tsingtao).

The President read the finding as follows: "We find that the British s.s. Seistan, Official Number 89,430 of Hongkong, of which

David Thomas (Certificate of Competency No. 001,183 of Liverpool) was Master, left Hoitow with passengers and cargo, at 5 a.m. on 12th June, bound for Hongkong.

"At 0.30 a.m. on 14th June, ship was steering on N. 56° E. (true) course when bearings of Gap Rock Light and Great Ladrono Island were taken, placing the ship two (2) miles South of the latter. At 0.55 a.m. heavy rain set in, the course was altered to N. 70° E. (true) and speed reduced to 8 knots. At 3.10 a.m. land was sighted on the Port beam, helm was put hard a'port; at 3.14 a.m. land was sighted on the Starboard beam, engines were put full speed astern and at 3.17 a.m. ship struck the West side of Hongkong Chau.

"The Court consider that the ship's position at 0.30 a.m. was not known to any degree of accuracy as only two bearings were taken with an angle of 15° between them and, from this doubtful position we are of opinion that the Master navigated his ship with insufficient and unseamanlike care in that he neglected in setting his course to allow for the set of the tide, but taking into consideration that after the ship struck, everything was done by the Master in a seamanlike manner for the safety of the ship, her passengers, and crew and eventually the ship floated off and made for Hongkong Harbour under her own steam, the Court adjudge the Master, David Thomas, to be severely censured."

It is hoped that conditions will improve shortly, as the water-level appears to be stationary, and the various officials and associations in the neighbourhood are arranging relief measures for the stricken—area. Funds are being raised, and supplies accumulated for moving up to the spot directly the floods commence to subside.

It is notified in the *Gazette* that the Governor-in-Council has, under the provisions of section 20 of the Piracy Prevention Ordinance 1914, granted exemption from the provisions of such Ordinance to every sea-going ship proceeding from Hongkong to any port or place on the Canton River, or the West River, or any river in the interior of the Kwong-tung Province, for the purpose of discharging or loading cargo at such port or place or proceeding from such port or place to Hongkong after fulfilling such purpose, which does not during the voyage to or from such port or place carry any passengers other than such number of coolies, embarked at Hongkong, as the Harbour Master of Hongkong may in his absolute discretion think necessary for the discharge or loading of cargo at such port or place and for the carriage of which during such voyage, he shall have issued a permit.

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